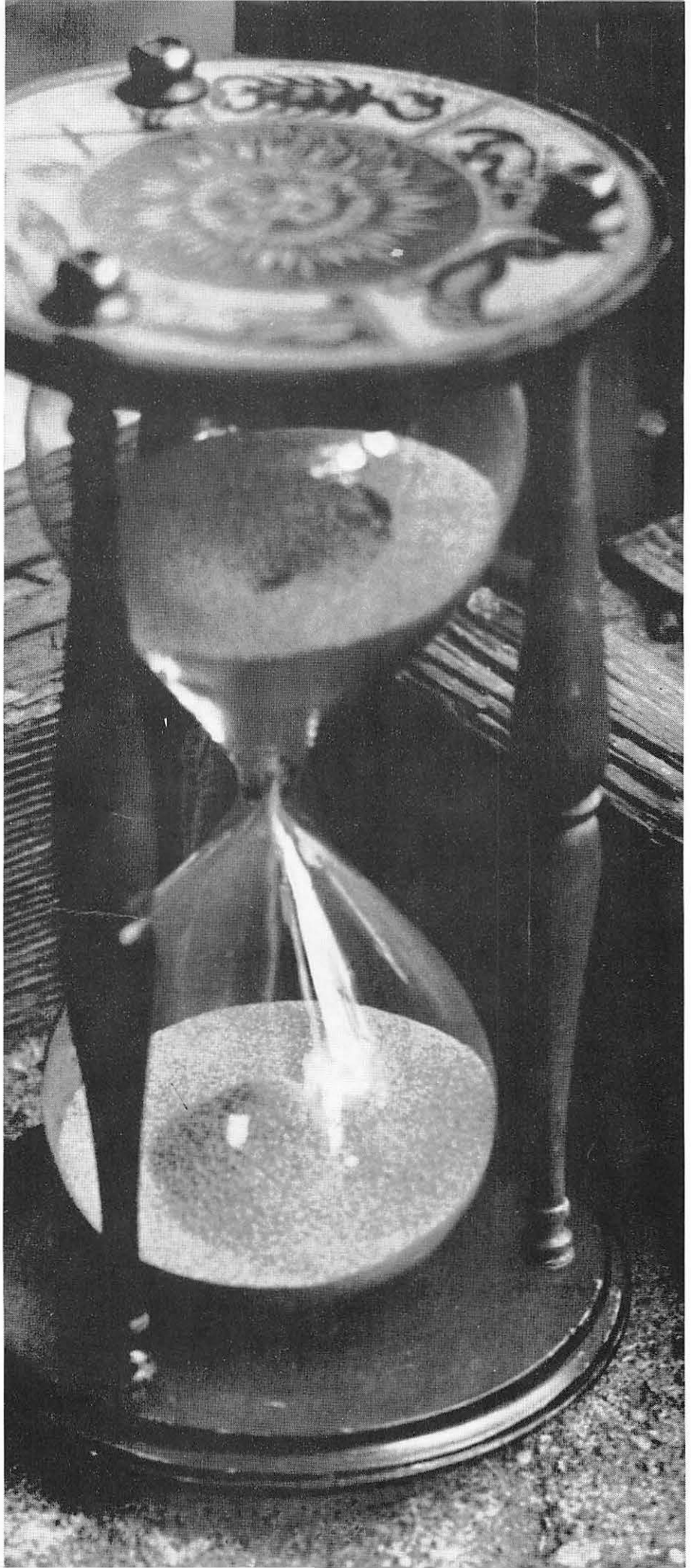
JUNE, 1970

The Signalman's JOURNAL

President Chamberlain's Message

Signalmen Serve Notice For Improved Fringe Benefits



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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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JUNE, 1970

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JOURNAL COVER PHOTO

Our cover photo is one of C. P. Rail's new coal unit trains passing Stoney Creek bridge on the Main Line 40 miles west of Golden, B.C.

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. **ADDRESS CHANGE:** B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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A Message From President C.J. Chamberlain

ON MAY 18, 1970, THE Brotherhood of Railroad Signalmen served a formal Section 6 Notice on the majority of railroads in the United States requesting substantial improvements in fringe benefits.

The notice requests improvements in our vacation and holiday agreements, jury duty leave with pay, bereavement leave with pay, paid sick leave, travel time and travel expenses for employes required to live and work away from home, moving expenses, and the establishment of a formal apprenticeship training program. The full content of the notice is explained in detail in another section of The Signalman's Journal. All of the items contained in the request are reasonable and necessary to insure that our members receive fringe benefits which are commonplace in industry today.

In preparing the notice, our grand lodge staff did considerable research on all of the items, and a number of revealing facts were brought to light which are most disturbing to us. In particular, our research in connection with travel time and expenses away from home developed that conditions exist today on a number of railroads that can best be described as unbelievable in this modern day and age. I have particular reference to the condition of some of the camp car outfits assigned to signal gangs for use as their "home away from home" during their workweek.

On some railroads we are frequently told by what we consider as responsible officials, that camp car outfits are in good condition and well adopted for use by signal employes who are required to work away from home in the service of the carrier. Being a firm believer in good faith bargaining, and in the absence of any positive evidence to indicate that other than suitable living conditions were being afforded our members, we assumed that such was the case. To be sure, however, we deemed it advisable to conduct a survey of camp car conditions on the various properties. I can assure you that the results of our survey were most startling.

Our survey revealed that the condition of many camp car outfits was extremely unsatisfactory, and it is difficult to believe that any signal department official or any railroad would condone the horrible conditions that exist. We cannot conceive in our minds how the signal department officialdom can expect to attract and retain sufficient qualified personnel to perform the highly complex signal construction work and expect them to live in camp cars where windows are broken, roofs leak, showers are either non-existent or in such bad condition that they are not suitable for any human being to use, toilet facilities are either non-existent or a dilapidated outhouse, antiquated coal stoves for heating and cooking, crowded sleeping quarters with bunks that are totally inadequate, so-called recreation cars that could never be recognized as facilities to be used for that purpose, and cook cars that would make any health department official condemn them on sight.

It is a wonder that railroads on which such conditions exist have retained any signal construction forces in their employ.

We can expect that there will be some who will say that our charges are either unfounded or over-exaggerated. To those doubting Thomases let me say that we have beautiful colored pictures to support our charges and we will be most happy to present them for inspection at the proper time to prove our point.

We are not making a blanket indictment of all signal departments on each and every carrier, as there are a few who do show concern for their employes' welfare by providing them with better than average camp car outfits.

However, we firmly believe, as a matter of equity, that all signal employes who are required to work away from their home point are entitled to nothing less than total actual expenses for meals, and motel or hotel accommodations. Every other industry grants such expenses to their employes and our members can no longer be expected to accept less. I am sure that the supervisory forces and those in official positions in the signal department are receiving full actual expenses for meals and lodging when required to travel and there is absolutely no justification for our members to receive less.

This issue is a most important one to the membership of the Brotherhood of Railroad Signalmen and one that will be pursued vigorously along with other important items contained in our May 18, 1970 Fringe Benefit Notice.

It is time for the signal department officials to face reality and recognize that they must update and upgrade their respective departments. Time is running out on those individuals who still think they can operate with conditions as they were years ago. We are in a new era and and those who do not recognize the present need for a mass railroad transportation system in our expanding society of today and the future are completely mis-reading the cards or deliberately ignoring the facts and statistics as they exist in our present environment today.

Signal and communications systems are playing and will continue to play a most important part in making the railroads the most efficient form of mass transportation in the United States and Canada. This can only be accomplished if such departments are sufficiently manned with adequate trained personnel.

We pledge our cooperation to the railroad industry to make it the

Changes in Grand Lodge Personnel

PRESIDENT C. J. CHAMBERlain announced changes in Grand Lodge personnel which will become effective July 1.

Vice President R. T. Bates was elected by the Grand Executive Council to the position of Secretary-Treasurer to fill the unexpired term of P. T. Drummond, who resigned due to health.

Brother Bates brings to his new post a wealth of experience, both in the craft and in brotherhood work. Since October 1, 1967 he has been assigned Vice President, Western Region, and maintained his office in Denver, Colorado.

Prior to his election to the position of Vice President, Western Region, at our 1967 Convention, Brother Bates served as General Chairman on the Southern Pacific Lines. He has held various offices in Local 152 since 1955 and served as Local Chairman from 1957 until 1963. He was elected full-time General Chairman of the Southern Pacific General Committee in December 1963.

Brother Tom is a second generation signalman; his dad having worked on the S.P. for many years before retiring in 1950.

Grand Lodge Representative J. T. Bass was appointed to fill the unexpired term of Vice President Bates.

Brother J. T. Bass was appointed to a Grand Lodge Representative position at Grand Lodge Headquarters on October 16, 1967. At the time of his appointment, Brother Bass was serving as General Chairman of the Louisville & Nashville General Committee, a position he filled for seven years. He also served as General Secretary of the L&N General Committee for seven years.

President C. J. Chamberlain, on left extended congratulations and best wishes to Brothers R. T. Bates and J. T. Bass on their election and appointment to new positions. Brother W. H. Lewis, on right, Chairman of the Board of Trustees, administered the obligation to Brothers Bates and Bass.

finest transportation system in the world, however, we will not do so at the expense of the employe, which has too often been the case in the past. As soon as management recognizes that satisfied employes are the most important asset of a successful operation, then it is inevitable that things will improve.

Being an optimist, I would like to think I see encouraging signs on the horizon. Let's hope so, however, we will be able to tell more after we conclude negotiations on our current wage movement and the May 18, 1970 Fringe Benefit Notice which will follow.

P. T. Drummond Resigns As Secretary-Treasurer

PRESIDENT C. J. CHAMBERlain and the Grand Executive Council announced with regret the resignation of Secretary-Treasurer Paul T. Drummond, effective June 30, 1970.

Secretary-Treasurer Drummond submitted his resignation on May 18, 1970 advising the Grand Executive Council that he found it necessary to take this action because of personal and health reasons.

Brother Drummond has served as an officer of the Brotherhood of Railroad Signalmen at Grand Lodge in various capacities since July 1, 1958.

President Chamberlain and the officers of the Council stated it was with regret that personal circumstances made it necessary for Brother Drummond to leave our Brotherhood.

President Chamberlain and the Grand Executive Council extend to Brother Paul T. Drummond their

sincere appreciation for his past services to Grand Lodge and their sincere best wishes to him and his family for the future.

Signalmen Serve Notice On Carriers For Improved Fringe Benefits

THE BROTHERHOOD OF Railroad Signalmen served a notice on substantially all railroads in the United States on May 18 to provide much needed and long overdue improvements in fringe benefits.

President C. J. Chamberlain said the notice was designed to correct inequities in fringe benefits granted to signalmen and is separate and apart from the wage movement which was initiated on October 1, 1969. That movement is being handled on a national basis by the Signalmen's National Negotiating Committee which just recently invoked the services of the National Mediation Board in an endeavor to get the matter resolved as quickly as possible.

This fringe benefit notice had the approval of all General Chairmen before it was served.

The Brotherhood is serving this notice independent of other organizations and is not a party to joint handling of notices with any other railway labor organizations.

The notice requests the improvements in fringe benefits become effective on July 1, 1970 except for the vacation proposal. The vacation agreement requires that seven months notice be given in any action to amend or change the agreement. Thus, the notice requests that the vacation improvements become effective on January 1, 1971, for the calendar year 1971.

The 1970 fringe benefits notice requests additional paid holidays, vacation improvements, jury duty leave, bereavement leave, paid sick leave, travel time and travel expenses, moving expenses, and establishment of a formal apprenticeship training program. Uniform notices have been served on all railroads in the United States on which the Brotherhood represents employes in the Signal and Communications Departments.

President Chamberlain said the signalmen's request is reasonable in light of existing practices and conditions enjoyed by workers in other industries and in view of the benefits the carriers themselves will derive from the extension of these improvements to their employes represented by the Brotherhood of Railroad Signalmen.

Highlights of the Notice are:

Paid Holidays—three additional holidays—Columbus Day, Veterans Day and the Day after Thanksgiving, plus changes to correct inequities in existing rules which govern the manner in which employes observe and are paid for holidays.

Vacations—changes in the length of vacations in recognition of long term employe service and an increase in the amount of penalty to be imposed where employes are not permitted to take their vacations.

Jury Duty Leave—signalmen who are called for jury duty can serve without loss of earnings and with assurance they will be relieved of their regular duties.

Bereavement Leave—four days leave when a death occurs in a signalman's immediate family.

Paid Sick Leave—for all employes based on length of service, in event of sickness or disability, to provide from 10 to 90 days leave.

Travel Time and Travel Expenses —signalmen be paid for travel time, transportation costs and reimbursement for away-from-home expenses for employes who must live away from their homes during the work week and make weekend trips between their on-the-job site and home locations. Also actual expenses be allowed when an employe's work takes him away from his headquarters during an assigned meal period or overnight.

Moving Expenses — reimbursement for all expenses involved in moving an employe and his family from one point to another when he is required to exercise seniority because of some circumstance which his employer has created.

Formal Apprenticeship Training Program—rules and regulations setting up a formal training program out of which both the carriers and the individual employes will receive mutual advantages and benefits.

The full text of the notice reads as follows:

A. Paid Holidays

Amend the rule covering pay for holidays as, set forth in Article II of the Agreement of August 21, 1954, as amended, to provide that effective July 1, 1970:

1) The following three holidays shall be added to the enumerated holidays in the rule: Columbus Day, Veterans Day, and Day after Thanksgiving.
2) Effective January 1, 1971, the following holidays referred to in the holiday rule shall be observed in accordance with the Federal Uniform Monday Holiday Act of 1968: Washington's Birthday on the third Monday of February; Decoration Day (Memorial Day) on the last Monday in May; Columbus Day on the second Monday in October; and, Veterans Day on the fourth Monday in October.
3) Monthly rates of pay shall be adjusted by adding 24 pro rata hours to the annual compensation and this sum shall be divided by 12 to establish a new monthly rate. Each monthly rated employe shall receive a day off without reduction in monthly compensation on the enumerated holidays in this rule, or, each such monthly rated employe required to work on an enumerated holiday shall be compensated therefor at two times the pro rata for a minimum of 8 hours in addition to the monthly compensation.

B. Vacations

Amend the Vacation Agreement of December 17, 1941, as amended, to provide that effective January 1, 1971:

1) All employes covered by the agreement shall re-

ceive four (4) weeks' vacation after 15 years of service.

2) All employes covered by the agreement shall receive five (5) weeks' vacation after 20 years of service.
3) All employes required to perform work during their vacation shall be paid at the double-time rate in addition to their regular vacation pay.

C. Jury Duty Leave

Establish a rule to provide that, effective July 1, 1970, an employe called for jury duty shall be relieved of his regular duties and shall be paid on the basis of the earnings he would have received while working during such period, with a minimum of 8 hours at pro rata rate of his position for each day.

D. Bereavement Leave

Establish a rule to provide that, effective July 1, 1970, an employe shall be granted a four day leave with pay in the event of the death of a member of the employe's immediate family, including spouse, father, mother, sister, brother, child, father-in-law, or mother-in-law. The employe shall be relieved of his regular duties and shall be paid on the basis of the earnings he would have received while working during such period, with a minimum of 8 hours at pro rata rate of his position for each day.

E. Paid Sick Leave

Establish a rule to provide paid sick leave for all employes, effective July 1, 1970, subject to the following provisions:

1) The employe shall be paid on the basis of the regular earnings he would have received while working during such period, with a minimum of 8 hours at pro rata rate of his position for each day;
2) Benefits, if any, received by the employe for sick benefits under the Railroad Unemployment Insurance Act, shall be deducted from his paid sick leave benefits.
3) Each employe shall be granted paid sick leave in accordance with the following schedule based upon the number of months that the employe has had an employment relationship with the carrier:

Less than 6 months	—None
6 months to 12 months	—10 days of sick leave
13 months to 24 months	—20 days of sick leave
24 months to 36 months	—30 days of sick leave
36 months to 60 months	—45 days of sick leave
60 months to 120 months	—60 days of sick leave
Over 120 months	—90 days of sick leave

4) Sick leave with pay not used during any year may be accumulated and available to the employe in subsequent years, but not to exceed 180 days.

F. Travel Time and Travel Expenses

1) Establish a rule to provide that, effective July 1, 1970, employes required to live away from home during their work week will be furnished with transportation by the carrier for week-end trips to and from their homes. Such transportation shall be at no cost to the employe and shall be furnished by the carrier or the employe shall be reimbursed for the actual cost of such transportation. If the employe uses his personal automobile for this transportation, he shall be reimbursed at the rate of eleven cents per mile. Time spent in traveling to and from employes home shall be paid for at the straight time rate of pay.
2) Establish a rule to provide that, effective July 1, 1970, employes required to live away from home during their work week, will be paid actual expenses for meals and lodging.
3) Establish a rule to provide that, effective July 1, 1970, employes will be paid actual expenses when away from their headquarters point. Employes will be paid actual meal expense when away from assigned headquarters point during an assigned meal period. Employes will be paid actual lodging expenses when away from their assigned headquarters point over night.

G. Moving Expenses

Establish a rule to provide that effective July 1, 1970, the carrier will reimburse any employe for all actual moving expenses when he changes his headquarters point and residence, subject to the following provisions:

1) Each employe will be compensated for moving expenses when he transfers to a new headquarters point or exercises his seniority because of abolishment of a position, change in an employes headquarters point, or reassignment, reorganization or rearrangement of forces.
2) Each employe who transfers to a new point of employment which is a greater distance than 20 highway miles from his point of employment may elect to change his residence and be reimbursed for all moving expenses.
3) Changes in an employe's place of residence which results solely from the exercise of seniority rights by an employe bidding for a new position or vacancy shall not be considered as within the provisions of the rule.
4) Each employe compensated under this rule shall be reimbursed for all expenses and losses, including real estate losses, in moving his household and other personal effects, for the travel expenses of himself and his immediate family, for actual wage loss not to exceed five (5) working days, and moving allowance of $500.00.

H. Formal Apprenticeship Training Program

Establish a formal signalman apprenticeship training program for signal employes, effective July 1, 1970, to be registered with the Department of Labor, Bureau of Apprenticeship and Training, providing Standards of Apprenticeship for such matters as: length of apprenticeship, types of training, ratios of apprentices, working conditions, classroom instruction, qualifications for entering apprenticeship, work of apprentices, and promotion to mechanic.

I. Savings Clause

The Brotherhood of Railroad Signalmen reserves the right to preserve existing rules or practices on any individual carrier or carriers which it considers more favorable than any rule resulting from negotiations on the foregoing proposals.

Senate Approves Rail Passenger Plan

THE SENATE, BY A VOTE OF 78 to 3, approved a proposal calling for the establishment of a National Rail Passenger Corporation to insure the continued operation of intercity rail service. The measure now goes to the House, where a clear track is seen.

The bill would establish a quasi-public, for-profit corporation to operate passenger trains on intercity routes to be designated by the Transportation Department.

The measure has the backing of Transportation Secretary Volpe, the Association of American Railroads, the Railway Labor Executives' Association and the National Association of Railroad Passengers.

If the Senate-approved plan passes the House and is signed by President Nixon, as expected, the corporation will go into business next March 1. It will be backed by up to $175 million in federal funds to put rail passenger business in the U.S. on a money-making basis.

Secretary Volpe, last winter, wanted to propose a similar corporation called Railpax, but the idea was blocked elsewhere in the Administration. The Senate Commerce Committee jarred things loose in April by approving a bill providing $435 million in direct Federal subsidies to existing railroads to maintain passenger operations, and threatening to pass it in the Senate. This set off new huddling between Mr. Volpe, Senators and other interested groups, and they agreed on the substitute plan. The subsidy plan was discarded.

Mr. Volpe commended the Senate for acting "in timely fashion to revive and restore a dwindling transportation service."

There are an estimated 450 passenger trains still operating, compared with some 20,000 in 1929, and railroads want to discontinue still more on the ground the service is unprofitable.

The proposed Federally chartered National Rail Passenger Corporation would, in effect, take the unprofitable trains off the railroads' books. Railroads signing contracts with the corporation would pay it a price, based on their passenger losses, in cash or equipment. In return, the railroads would receive common stock from the corporation and be entitled to elect three of its 15 directors. The corporation also would sell preferred stock to private investors, who could elect four directors. The other eight directors would be appointed by the White House.

This is similar to the approach taken by Congress in establishing Communications Satellite Corp. to provide overseas satellite service.

A railroad that declined to turn its passenger trains over to the new corporation would be forbidden to discontinue any service until 1975. Trains operated by the corporation also couldn't be dropped until then.

The Corporation could run trains itself or contract for others to do it. Under an amendment proposed on the floor by Senator Claiborne Pell (D.-R.I.), such contracts could be made with non-profit corporations operating on a regional basis. This amendment also allows funds to be used for roadbed improvement, as well as equipment.

The bill would give $40 million of direct Federal money to the corporation to get it started. Also authorized would be loan guarantees of up to $60 million covering money borrowed by the corporation to buy rolling stock and repair roadbeds, and loan guarantees of up to $75 million covering money borrowed by railroads to pay the price required for turning their trains over to the corporation.

If the bill becomes law, the nation's railroads will be out of the passenger business next March 1, a position they have advocated for about 15 years because of continued losses.

The National Association of Railroad Passengers called the vote "a major victory for the rail passenger —for too long the forgotten man of modern transportation."

President C. J. Chamberlain reported the proposed National Rail Passenger Corporation plan that passed the Senate includes a provision that allows improvements made to a system of a railroad could be performed by contractors so long as no employes are laid off.

President Chamberlain emphasized this dangerous provision would be detrimental to our Brotherhood.

The Brotherhood of Railroad Signalmen and the RLEA are vigorously opposing this section of the proposed legislation.

A House Commerce Subcommittee is now considering the Senate-passed bill.

The Senate Welfare and Labor Committee was scheduled to hold hearings, the week of June 1, to consider legislation that would raise retirement benefits in line with the 15 percent Social Security Increase.

The legislation, H.R. 15733, has been passed by the House and has been bouncing back and forth between Senate committees. The need for immediate action is great.

Every member, active and retired, should bombard his Congressman and his Senators with letters and telegrams demanding that Railroad Retirement benefits be increased at once.

Journal Makes Congressional Record

Senator Claiborne Pell (D.), Rhode Island's Junior Senator made the following statement on the floor of the Senate: "Mr. President, in view of the increasing public concern about the condition of rail passenger service and in view of the pending Senate bill to assist rail passenger service, I believe it would be helpful to the Senate if a very informative article on the origins of the present rail passenger crisis, published in the March issue of the Signalman's Journal, be printed in the Record. I ask unanimous consent that the article be printed in the Record."

There being no objection, the article was ordered to be printed in the Record as it appeared on page 40 of the March issue of our Journal.

The title of the article was "The Railroad Passenger, The Forgotten Man."

Supplemental Annuities Questions and Answers

RECENT LEGISLATION ESTABLISHED the railroad retirement supplemental annuity program on a permanent basis and provided for its adequate financing. Also included were provisions restricting eligibility to employes who permanently discontinue their railroad service by certain dates called "closing dates."

The following questions and answers illustrate features of the supplemental annuity program, as modified by recent amendments, which will be of particular interest to employes and retirees.

1. *How does the new law insure against a shortage of funds for supplemental annuities in the future?*

Every three months the Railroad Retirement Board will determine the rate of tax necessary to provide sufficient funds to pay these annuities. Employers are required by the law to pay the rate determined by the Board.

2. *Do employes also pay taxes for supplemental annuities?*

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

3. *Can employes lose their eligibility for supplemental annuities if they continue in railroad service after certain dates?*

The new legislation provides for the loss of eligibility to a supplemental annuity by employes who continue railroad service after reaching a certain age. Employes attaining age 65 after 1973 will permanently lose their rights to a supplemental annuity if they continue in covered railroad employment after that age.

4. *I was 66 years old on my birthday in March, 1970. I have already retired and am receiving a supplemental annuity in addition to my regular railroad retirement annuity. How does the schedule of closing dates apply in my case?*

In the same way it applies to a working employe. If you return to railroad service or perform compensated service for an employe union after your closing date (Jan. 31, 1972), you will lose your entitlement to your supplemental annuity permanently. You would, however, only lose your regular annuity for each month in which you performed railroad work, as has always been the rule. The schedule of closing dates does not apply to regular annuities.

5. *I am approaching retirement age and the closing date for men my age, but I only have 15 years of service and will not qualify for a supplemental annuity. Do I have to retire or stop railroad work by my closing date?*

No. The closing date schedule only applies to those eligible for supplemental annuities.

6. *I will be eligible for a supplemental annuity. Must I actually retire and apply for my annuity by my closing date?*

No. You only have to stop railroad work. But, if you work outside of the rail industry afterwards, you may not have a "current connection" when you do retire. A current connection, which is required for supplemental annuities, is established if you have 12 months of railroad service in the 2½ year period before you retire.

7. *Are there any exceptions to the closing date schedule? I will not be able to complete the 25 years of service required for a supplemental annuity unless I work for a few months after the regular closing date for men my age, but I will meet all the other requirements.*

Yes, in cases like yours. Employes who have at least 23 years (270 months) but less than 25 years (294 months) of railroad service can continue working beyond their closing date until they acquire 25 years of service. But, they have to stop railroad work by the end of the month in which they acquire the necessary service (294 months). These employes will retain their eligibility for a supplemental annuity unless they are already qualified or become qualified for a social security benefit in the meantime. In that case the exception would not be applicable.

8. *I am not sure of my age as can be established by law. How can I be sure of my closing date?*

The best thing to do is contact the nearest office of the Railroad Retirement Board for help in establishing your legal age now. This will prevent the possibility of your losing benefits through miscalculation.

9. *Do I attain my legal age on my birthday or on the day before?*

You attain your age for purposes of railroad retirement and other legal matters on the day before your birthday. For example, if your 68th birthday is on January 1, 1971, you actually attain age 68 on December 31, 1970, and your closing date would be January 31, 1971, the closing date for those age 68 or more in 1971.

10. *What are the other requirements for eligibility to a supplemental annuity?*

Besides stopping railroad work by your closing date and completing a minimum of 25 years (294 months) of service, you must be at least 65 years old, have a current connection with the railroad industry on your regular annuity beginning date, and your regular annuity must have been awarded after June 30, 1966.

11. *How much can a supplemental annuity come to?*

The amounts were not changed by the 1970 legislation. They range from the minimum of $45 for employes with 25 years of service to $70 for those with 30 or more years. However, these amounts are subject to reduction if the employe is also receiving a private railroad pension financed wholly or partly by his employer.

Senate Committee On Aging Issued Warning To Future Retirees

TODAY'S WORKERS — breadwinners still decades away from retirement—have a tremendous, but largely unrecognized, stake in retirement security.

The U.S. Senate Special Committee on Aging issued that warning in a study prepared for final hearings in its year-long inquiry into the "Economics of Aging—Toward a Full Share in Abundance."

On the first day of Senior Citizens month, the Committee addressed itself to young people in the labor force in order to dramatize certain harsh realities, Committee Chairman Harrison A. Williams stated.

"The most important reality is that retirement security is non-existent for too many older Americans.

"The second is that the retirees of the future will face the same crisis unless bold, long overdue steps are taken."

The author of the "working paper" is Nelson Cruikshank, President of the National Council of Senior Citizens and former director of the Social Security Department of the AFL-CIO.

Called "The Stake of Today's Workers in Retirement Security," Mr. Cruikshank's study gives "the reasons why workers of all ages should be actively supporting a national effort to solve the economic problems of aging, assuring their own full share in future abundance as well as a full share for those already old."

To support his case for a "major overhaul in the benefit structure and the financing" of the Social Security system, Mr. Cruikshank made the following declarations:

—Probably at no other time in our history have there been so many competing claims on the worker's paycheck.

Among the pressures are a "buy-now" economy in the midst of intense inflation, lengthening periods during which children are dependent upon parents, and a trend toward earlier retirement — and longer periods spent in retirement —which also feeds an unfavorable "dependency ration."

—It is unrealistic to rely on personal savings as the major component of retirement income.

"Even if our economy were not growing, the vast bulk of the working population does not have the margin between income and outgo that would permit the significant savings needed to provide for their own old age, or to even contribute significantly to raising the income from other sources."

—Payroll deductions and social insurance, of necessity in an industrial society, have become the mechanisms by which work income contributes to retirement income. For most retirees today, social security benefits are the major source of income.

"Yet, even with the long overdue and inadequate 15 percent increase, benefits will average only $116 for the retired aged worker, $196 for an aged couple, and $101 for the aged widow."

Mr. Cruikshank said that Social Security will remain the basic underpinning of retirement security for future retirees, and "the level of benefits will largely determine their share in economic abundance."

—For those workers fortunate enough to qualify, private pensions provide important supplementation to the basic income assured through the Social Security system.

"But at best, the impact will continue to be uneven; coverage will still be concentrated among higher paid workers while those in the greatest need in old age will be least likely to receive private pensions."

—Low-earning workers of today pay a higher percentage of their total incomes in Social Security taxes than do those with higher incomes. For them, this payroll tax is regressive and burdensome.

"The time will soon be reached—if it is not here already—when it will be difficult to levy a regressive tax on low-paid workers at the higher rates needed to finance benefit improvements. The regressive nature of the social security tax can be relieved in two ways: by a higher wage base—raised substantially more than through past actions—and by use of general revenues. A combination of the two methods would be best. Serious consideration must therefore be given to the use of general revenues as a more equitable basis for sharing these costs."

Use of general revenues is one of the steps proposed by Mr. Cruikshank as "bold new steps" in Social Security reform. He also asked for:

—An immediate increase of 5 percent in monthly cash benefits with a further 20-percent increase effective January 1, 1972. This two-step increase would raise the minimum benefit to $120 a month in 1972. The maximum benefit (now approximately $190 a month) would go to $340 a month in 1974.

—Thereafter, automatic increases geared to increases in living costs.

—A widow's benefit at age 65 equal to the husband's benefit.

—Improved benefits for workers retiring before age 65.

—Liberalized disability benefits.

—An increase from $1,680 to $1,800 a year in earnings permissible for retirees without loss of any social security benefits and a liberalization in the treatment of earnings above $1,800.

—Elimination of the monthly premium—slated to rise to $5.30 this July—for Medicare part B (doctor insurance).

YOUR MONEY'S WORTH
by Sidney Margolius
INVESTMENT SCHEMES...
WHICH REQUIRE YOU TO RECRUIT OTHER 'INVESTORS' MAY BE AN UNWISE RISK FOR WORKING FAMILIES. THESE PLANS HAVE SPREAD ALL OVER THE COUNTRY IN DIFFERENT FORMS. SOME ARE BASED ON SELLING COSMETICS; OTHERS MAY INVOLVE 'INVESTING' IN A 'DISCOUNT STORE' WHICH MAY NOT EVEN BE IN EXISTENCE YET. FOR YOUR INVESTMENT YOU MAY RECEIVE SOME ARTICLE NOT WORTH THE PRICE AND ARE SUPPOSED TO MAKE YOUR MONEY BY GETTING OTHERS TO INVEST AND TO BECOME 'DISTRIBUTORS'.
STORE WILL OPEN SOON
THE PROMOTERS NEVER GUARANTEE THEY WILL OPEN A STORE. THERE IS NO REAL ASSURANCE THEY EVER WILL. YOU COULD GET STUCK FOR A SIZABLE INVESTMENT.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE OFFICE EMPLOYEES INTERNATIONAL UNION.
ILGWU

—Extension of Medicare of out-of-hospital prescription drugs.

—Coverage under Medicare of disabled persons under age 65.

—Earnings up to $15,000 a year credited for social security benefits with benefits based on 10 years of the 15 years of highest earnings.

—A more equitable financing method through a higher earnings base for payroll taxes and through a gradually increasing Government contribution eventually equal to approximately one-third the total cost of the cash benefits program.

Mr. Cruikshank also said that workers should not be expected to pay higher social security taxes to help pay full social security benefits for older persons who are still able to engage in fulltime employment, nor for those workers who choose to retire early. He also questioned the wisdom of imposing higher social security taxes for "people who barely meet eligibility qualification because their lifetime work has been in non-covered employment." Discussing "uncontrolled runaway medical costs," Mr. Cruikshank asked for "organization and improvement" in the health care system to control costs and reduce the need for additional Federal spending, pointing out that "whatever can be done to improve the system for one group and the population will improve the system for all others."

In his letter of transmittal to the Committee on Aging, Mr. Cruikshank touched upon a controversy centering around assertions that "expansionist" advocates of Social Security reform could endanger the concept of public social insurance.

Mr. Cruikshank commented:

"It will be clear to all who read my working paper that I am obviously among the 'expansionists.' I take this position without apology. I take it because the gap between the needs of retired people and their economic resources, including their social security benefits, is expanding. I take it because the economy of this Nation is expanding. I take it because the standard of living is expanding. I take it because I wholeheartedly believe that in an expanding economy, faced with an expanding need, social security should not be the only program area that is not expanding, left wedded to an outdated concept of a minimum 'floor of protection'."

Senator Williams, in a preface to the report, said that the Committee on Aging has devoted more than a year to other hearings and studies related to the "Economics of Aging."

"What has emerged is a compelling call for immediate and long-range action.

"What has *not* emerged, as clearly as it should, is that the Committee on Aging is also concerned about the elderly of the future—today's workers. . . .

"There is no 'we' and 'they' among the young and old of this Nation. The young become the old and will share the same problems, just a little later. And success, too, ultimately become shared."

Mr. Cruikshank was among the witnesses to be called May 4, 5, and 6, for the final hearings in the Committee study.

Signalmen Complete Course At AFL-CIO Study Center

GRAND LODGE REPRESENtatives J. T. Bass and J. W. Walsh were among those graduating from the AFL-CIO Labor Studies Center's recent Arbitration Institute.

Brothers Bass and Walsh spent a week at the center in Washington, D.C., studing arbitration techniques and arbitration issues under experts in the field. Among these were university Professors of Labor and Industrial Relations, of Business Administration, Law and AFL-CIO staff specialists.

Labor's first full-time national education institution located at 1500 Massachusetts Avenue, N.W., in the nation's capital, conducts courses and seminars ranging from the core program, Staff Development, taught five times during the year, to issues of general concern such as civil rights and environmental pollution.

Students are labor leaders sent to participate by their unions around the nation. Director of the Center is Fred K. Hoehler, Jr. on leave from his professorship in labor and industrial relations, University of Michigan.

Edison Announces New Appointment

McGRAW EDISON OF CANada Limited, Primary Battery Division, recently appointed Mr. Kenneth S. Young to the position of Manager of Sales and Production for the division with headquarters at Scarborough, Ontario.

Mr. Young was born in Thessalon Ontario. He graduated from Sault Ste Marie Technical and Collegiate School, and joined the signal department of the Canadian Pacific Railway Company in 1945.

He advanced through a number of positions in the signal department and subsequently to the post of signal supervisor, a position he held until his present appointment with the Edison Company.

Grand Lodge Representatives J. W. Walsh, on left and J. T. Bass, on right, recently completed a course on arbitration techniques and issues at the AFL-CIO Labor Studies Center's Arbitration Institute.

YOUR WASHINGTON Reporter

By Michael Marsh

WILL AMERICA RETAIN A basic network of rail passenger trains? In recent years prospects for passenger service have steadily darkened, as the railroads killed hundreds of trains and callously downgrade service, and as mail and RPO cars were removed. Only the Penn Central's new Metroliners and Turbotrains offered a glimmer of hope.

Now that glimmer seems very much brighter. At present writing, senators of both parties led by Sen. Vance Hartke (D. Ind.) have hammered out a compromise bill creating a new semi-public National Rail Passenger Corporation to operate a basic system of intercity rail passenger service.

Rail union leaders were hoping this bill, or one close to it, would be promptly enacted by Congress and signed by President Nixon. If so, at least something may be saved of the nation's intercity passenger service, and not only saved but improved.

The compromise bill drew support not only from rail labor but also from the Nixon Administration, from the railroads most affected and from many public-spirited citizens and groups such as the National Association of Railroad Passengers. Rail union leaders noted particularly the compromise bill's strong labor-protective provisions.

Any law finally enacted on passenger service may differ somewhat from the compromise bill presented to the Senate by Senators Hartke, Winston Prouty (R., Vt.), Warren Magnuson (D., Wash.) and Norris Cotton (R., N.H.). But the compromise bill's main features seemed likely to be retained. Those features were:

—A National Rail Passenger Corporation would be created to operate a "basic national rail passenger system" of intercity trains as determined by the Secretary of Transportation. (Commuter service would be omitted from this law.) The corporation would have eight directors chosen by the President of the U.S., three by the common stockholders (railroads) and four by the preferred stockholders (persons other than railroads).

—On March 1, 1971, the corporation would begin providing the basic intercity service, under contract with the railroads. The railroads would furnish the operating crews. The corporation may not discontinue the basic service until after January 1, 1975, but may expand and improve the service.

—Railroads entering into contract with the corporations are relieved of their intercity passenger service obligations. In consideration for this, the railroad must pay the corporation over a three year period a sum equal to a major part of its 1969 passenger deficit, receiving corporation common stock in return.

—A railroad refusing to enter into a contract with the corporation may not discontinue any passenger service whatever before January 1, 1975.

—Employes adversely affected by a railroad discontinuing passenger service under this bill would receive protection against any worsening of their position, plus other rights. Also, the corporation would not be allowed to contract out any work normally done by railroaders under collective bargaining agreements if it would mean any layoffs in any such bargaining unit. The corporation would be subject to the same laws on safety and on labor relations as the railroads are.

—The Secretary of Transportation would be authorized to spend $40 million in the fiscal year beginning next July 1 to help get the corporation under way. He could also guarantee up to $60 million of 20-year loans borrowed by the corporation for rolling stock purchase and rehabilitation and for other purposes. Lastly, the Secretary could make five-year loans or loan guarantees of $75 million to railroads to help them enter into or carry out a contract with the corporation.

* * *

Railway labor has taken a strong stand against attempts by the railroads and the Administration to water down the federal rail safety bill which passed the Senate and then went to the House for action.

Speaking for all standard rail unions, Al Chesser, national legislative director for the United Transportation Union, told a House transportation subcommittee that railway labor believes the need for "meaningful" federal rail safety legislation is both "urgent and immediate."

Chesser urged amendments to the Senate bill, including elimination of a provision that would repeal several existing federal rail safety laws. Also, he emphatically opposed an Administration proposal to repeal all of them. Chesser charged that the "obvious intention" of such repeal moves is to "water down" the legal liability of railroads to their

"I'm writing to our congressman about his ignorance of our problems. By the way, who is our congressman, anyhow?"

employes under the Safety Appliance Acts.

Chesser noted that these laws cover only 5 percent of rail operations and he appealed to the legislators to preserve them while giving the Department of Transportation authority to tackle the 95 percent of the field where no federal safety rules now exist.

John H. Reed, chairman of the National Transportation Safety Board, also testified in favor of a strong safety law, warning of the increasing number of dangerous wrecks involving hazardous materials.

President Thomas Goodfellow of the Association of American Railroads endorsed weaker proposals put forward by the Nixon Administration and pleaded for federal subsidies to railroads which cannot afford to finance changes to ensure safe operations.

* * *

A vast amount of opposition has developed to the Penn Central's plan to discontinue all of its East-West passenger trains.

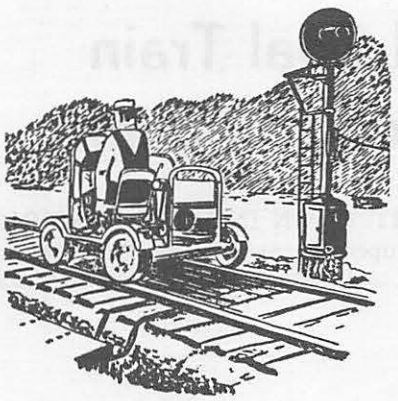
The Interstate Commerce Commission has been inundated with letters of protest from passengers. Virtually every community along the PC's East-West routes opposed the move at hearings and so did a dozen states. Also the discontinuances were fought by the Railway Labor Executives' Association, the Congress of Railway Unions and the National Association of Railroad Passengers.

Opponents got more time to protest when Federal Judge Louis Rosenberg in Pittsburgh ordered the ICC to take another 45 days, beyond the four-month limit set by law, in which to rule on the wholesale abandonment application.

As a result, the ICC immediately scheduled hearings on separate days in 36 cities along the routes of the 34 trains involved. Earlier, it held hearings in Washington before three examiners to receive the Penn Central's evidence in support of the discontinuances, plus cross-examination.

* * *

Representatives of rail workers, truckers and airline employes have asked Congress to end multi-tax withholdings from the pay of transport employes who cross state lines in their work .Such multiple taxation seriously affects rail operating employes, signalmen, maintenance of way workers and others.



The union leaders made their case at hearings before a House Commerce subcommittee currently considering bills to end withholding of state and local taxes on wages of rail and other employes engaged in interstate transportation, except for the state or locality of the employe's residence.

Donald S. Beattie, executive secretary of the Congress of Railway Unions, testified in favor of pending bills but urged that the legislation be strengthened to insure that employes taxed by two states will receive credit by one state for taxes paid to the other.

E. L. McCulloch, national legislative representative of the Locomotive Engineers, also endorsed the anti-withholding measures and cited the need to "prohibit any state or subdivision from levying income taxes on non-residents of the state. Otherwise, I feel strongly that a taxpayer's revolt is imminent."

YOUR MONEY'S WORTH
by Sidney Margolius
BEWARE CREDIT INSURANCE:
UNDER THE NEW "TRUTH IN LENDING" LAW LENDERS AND SELLERS MUST INCLUDE IN THE DISCLOSURE OF ANNUAL INTEREST RATE, ANY CREDIT LIFE OR HEALTH INSURANCE THEY REQUIRE YOU TO TAKE. BUT SOME LENDERS AND INSTALLMENT DEALERS MAY PRESS YOU TO BUY IT WITHOUT "REQUIRING" YOU TO. IF THEY DO, GO ELSEWHERE.
A HIGH CHARGE FOR CREDIT INSURANCE OFTEN IS A WAY A LENDER OR SELLER EXACTS AN EXTRA FEE FROM YOU WITHOUT REVEALING IT IN THE QUOTED FINANCE CHARGE OR RATE.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE INTERNATIONAL TYPOGRAPHICAL UNION.
UNION MADE
ILGWU

HOW SMART ARE YOU?

1. How many Americans are alive and well, cured of cancer?
0 100,000 500,000 1,500,000

2. What cancer kills more American men each year than any other?
Skin Lung Colon Prostate

3. What percentage of American men get regular physical check-ups?
13% 23% 33% 66%

American women?
20% 40% 60% 30%

4. Which sex has the most cancer deaths...
Men? Women?

5. What are the chances of a two-pack-a-day cigarette smoker dying of lung cancer?
1 in a million 1 in a hundred
1 in a thousand 1 in ten

6. What simple test detects uterine cancer in women when it is almost 100% curable?
X-ray Scratch Test
Rorschach Pap Test

7. Of our present population of 200,000,000, how many will at some time in their lives get cancer?
2,000,000 25,000,000
10,000,000 50,000,000

8. How many Americans die of cancer each year who might be saved with early detection and prompt, proper treatment?
10,000 100,000
50,000 200,000

9. What month was designated Cancer Control Month by the President of the United States?
January November
April August

10. Name two of the seven warning signals of cancer

CIRCLE YOUR CHOICE: Score 10 for each correct answer (questions three and ten have two parts; score five for each part). Any score over 70 means you're getting smart about cancer.

ANSWERS TO CANCER QUIZ:

1. 1,500,000; 2. Lung; 3. 13%, 40%; 4. Men (ratio is 55:45); 5. 1 in ten; 6. Pap Test; 7. 50,000,000; 8. 100,000; 9. April; 10.—1. Unusual bleeding or discharge. 2. A lump or thickening in the breast or elsewhere. 3. A sore that does not heal. 4. Change in bowel or bladder habits. 5. Hoarseness or cough. 6. Indigestion or difficulty in swallowing. 7. Change in size or color of a wart or mole. If your signal lasts longer than two weeks, go to your doctor to learn if it means cancer.

AMERICAN CANCER SOCIETY

First CP Rail Coal Train Arrives At Roberts Bank

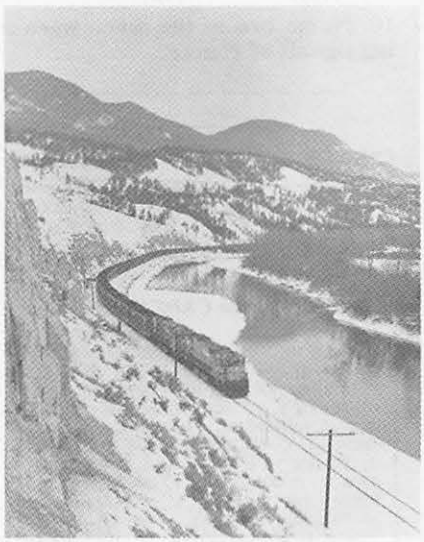
THE MOST ADVANCED FREIGHT TRAIN IN NORTH AMERICA rolled into the new deep-water superport at Roberts Bank recently carrying more than 9,000 tons of coking coal destined for Japanese steel mills.

The 88-car CP Rail unit train, equipped with a complex radio command system for operating locomotives by remote control, was pulled by as many as eleven 3,000-horsepower diesel units during its 700-mile run from Sparwood, B.C.

Initially, three of these 88-car train sets, designed, built and operated by CP Rail, will haul coal from Kaiser Resources Ltd. mines at Sparwood to the 50-acre coal-handling facility at Roberts Bank, 20 miles south of Vancouver.

"These new trains are the key to the large Canadian coal sales to Japan that could inject as much as $4 billion into the country's economy over the next 15 years," said J. N. Fraine, senior regional vice-president, Pacific region, CP Rail.

"Our unit train system provides low-cost transportation over an all-Canadian route and ensures the long-term economic development of Western Canada's rich coal resources."



One of the world's most advanced unit train systems has been developed by CP Rail to haul coal through the rugged rocky mountain terrain between Sparwood, B.C. and Roberts Bank. With a full load of more than 9,000 tons of coal, it takes the power of eleven 3,000-horsepower diesels to haul each 88-car train up the steepest grade on the 700-mile route. Photo shows coal train near Radium, B.C., 70 miles south of Golden.

Mr. Fraine pointed out that there is ample capacity via the all-Canadian route to meet export commitments under present coal contracts and to handle additional future sales of many millions of tons of coal.

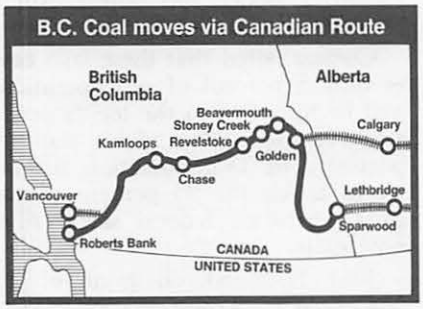
"To divert any future Canadian coal shipments via the United States would drastically diminish the economic benefits to Canada—draining away Canadian railway jobs, reducing Canada's balance of payments and curtailing tax payments," he said.

CP Rail has two major contracts to move a total of 51 million tons of coal from Kaiser Resources mines at Sparwood to Roberts Bank over the next 15 years.

Initially, three 88-car train sets will operate on 72-hour roundtrip cycles bringing a train into Roberts Bank every day. The number of cars in each train will be increased as mine production builds up and, in the final stage, CP Rail will operate six 88-car trains sets with two trains a day arriving at Roberts Bank.

CP Rail has invested some $38,000,000 in a sophisticated unit train system to move the coal over some of the world's most rugged railway terrain. This includes $14,000,000 for thirty-seven 3,000-horsepower diesel locomotives, $11,000,000 for 578 new-design gondola cars, plus installation of centralized traffic control, new sidings and track extensions, and improvement to existing track and grades.

CP Rail has developed an exacting schedule for its coal trains. With cars remaining permanently coupled, even during loading and unloading, and with a minimum of stops, the trains can complete the 1,400-mile roundtrip between Sparwood and Roberts Bank in 72 hours. This includes four hours for loading, four hours for unloading and 32 hours enroute in each direction.



British Columbia coking coal has started moving over this 700-mile route from Sparwood, B.C. to the new deep-water superport at Roberts Bank, 20 miles south of Vancouver. The massive coal sales to Japan could inject as much as $4 billion into the Canadian economy over the next 15 years.

The schedule, based on operating 345 days a year, provides a 20-day cushion for possible increases in demand or interruptions in service.

This advance coal system has a major impact on the Canadian economy. CP Rail studies indicate that capital expenditures totalling $4.9 million for cars, locomotives, parts and miscellaneous items are incurred for each million short tons of coal moved by rail.

In addition, the railway estimates that operating expenditures for labor, materials and supplies, exclusive of depreciation, cost of capital and corporate income taxes, amount to approximately $2.4 million for each million short tons of coal.

"The annual operating outlays and the associated benefits will be heavily concentrated in British Columbia, particularly in the interior of the province," Mr. Fraine said. "The jobs created will be relatively well-paying, require considerable skills and be on a steady, year-round basis."

The coal trains incorporate all of the newest techniques in the transportation of high-volume bulk materials. Specially-modified Robot cars are coupled behind unmanned locomotives deep in the train consist. These cars are virtual computer centres on wheels featuring solid state electronic coding and communications systems.

The Robot units receive radio-messages from the head-end locomotive and process them through computer-like logic cabinets or coding systems. With the speed of radio

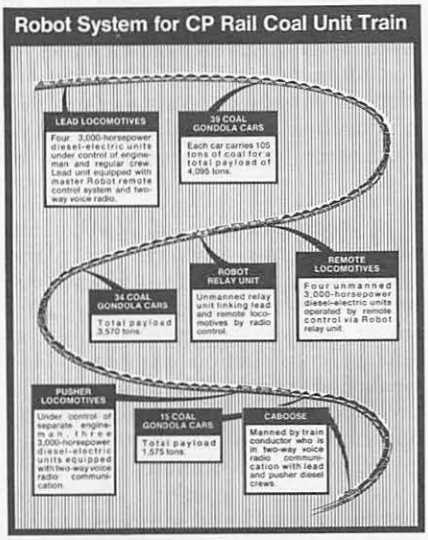
waves, brake applications, brake releases and power commands are duplicated far back in the train for faster, easier handling.

"Extensive tests conducted over the past two winters demonstrated conclusively that significant improvements in tonnage handling under severe operating conditions can be attained with remotely-controlled locomotives," Mr. Fraine said.

With a full payload of more than 9,000 tons, it takes the combined power of eleven 3,000-horsepower locomotives to pull the train up the steep grade at Beaver Hill on the eastern slope of the Selkirks.

Locomotives used during the loading process at Sparwood are equipped with automatic speed controls programmed to maintain precise 50-foot per minute speeds while the weight of the train gradually increases as more coal is loaded into the cars.

The special coal gondola cars designed by CP Rail make use of lightweight, high-strength materials to reduce the weight of the car and increase its payload to 105 tons compared with 75 tons in existing cars. Extra space was created with a dropped bottom between the trucks of the car. This also improves the stability of the car by lowering its centre of gravity.


Robot System for CP Rail Coal Unit Train
LEAD LOCOMOTIVES
Four 3,000-horsepower diesel-electric units under control of engineman and regular crew. Lead unit equipped with master Robot remote control system and two-way voice radio.
39 COAL GONDOLA CARS
Each car carries 105 tons of coal for a total payload of 4,095 tons.
ROBOT RELAY UNIT
Unmanned relay unit linking lead and remote locomotives by radio control.
REMOTE LOCOMOTIVES
Four unmanned 3,000-horsepower diesel-electric units operated by remote control via Robot relay unit.
34 COAL GONDOLA CARS
Total payload 3,570 tons.
PUSHER LOCOMOTIVES
Under control of separate engineman, three 3,000-horsepower diesel-electric units equipped with two-way voice radio communication.
15 COAL GONDOLA CARS
Total payload 1,575 tons.
CABOOSE
Manned by train conductor who is in two-way voice radio communication with lead and pusher diesel crews.

Drawing depicts unit train system developed by CP Rail to move British Columbia coking coal from Sparwood, B.C. to Roberts Bank for export to Japan. Because of changing railway grades in the Rockies, various combinations of locomotives will be used to pull the trains over different sections of the 700-mile route. The drawing shows an 88-car train under the full power of eleven 3,000-horsepower locomotives.

See more crises in future

ON APRIL 8, AS THE HOUSE OF REPRESENTATIVES WAS TAKing action to pass the legislation imposing a wage settlement on the four Shopcraft unions, eight members of the House submitted minority views against the resolution. All Democrats, they were Congressmen Torbert MacDonald (Massachusetts); John E. Moss (California); John D. Dingell (Michigan); Brock Adams (Washington); Richard L. Ottinger (New York); Peter N. Kyros (Maine); Bob Eckhardt (Texas); and Robert O. Tiernan (Rhode Island).

Their opposition was summed up as follows:

"If today we close the gap of disagreement between labor and management in a contract establishing wages and working conditions in the railroad industry and we do so wholly in favor of the railroad's position, we invite hard bargaining wherein the railroads make minimal concessions looking toward ultimate congressional protection against nationwide strikes.

"In this resolution we are asked to write into the contract between the railroads and their employes' unions a continuing structure of nationwide bargaining. The reopener provision of the contract makes certain restrictions and provisions which are applicable only to a 'party to this agreement,' so that bargaining must be initiated and conducted on a nationwide basis if the rationale of Congress of Railway Unions v. National Railway Labor Conference (C.A. 358-70, USDC, D.C.), is upheld.

"To enact House Joint Resolution 1124 into law would thus have a chilling effect on free collective bargaining, would for the first time impose a continuing labor contract, complete with reopening provisions, upon an unwilling party, and would invite a repeat performance of bringing to Congress disputes that the parties should settle between themselves. Moreover, it unfairly binds employes and unions, without their consent, in a nationwide bargaining situation in which both parties have strategic weapons of such potential public danger that each knows that Congress will not permit them to be used. To perpetuate such nationwide bargaining structure by legislative fiat, without giving the parties an alternate choice of bargaining in a manner more conventional in the general field of labor relations, is not only an unconscionable imposition of governmental will upon private negotiations but is an improvident crystallizing of a pattern of repetitive massive threats of national strikes and lockouts which could paralyze our economy.

Thus, House Joint Resolution 1124, by temporarily avoiding a present crisis, sets the stage for future ones."

Attend Your Union Meetings

Frank L. Noakes, Wayman Officer Dies

FRANK L. NOAKES, GRAND Lodge Secretary-Treasurer of the Brotherhood of Maintenance of Way Employes passed away May 5. He was 66.

His career as a full-time union officer and an international labor personality spanned more than 40 years. He had served as the BMWE's Secretary-Treasurer since 1956.

A Chicago native, Noakes moved to the union's international headquarters in Detroit upon his appointment as the Brotherhood's Statistician and Research Director in 1947.

His railroad service started on the Illinois Central Railroad in 1921 as a laborer and he was a member of the BMWE since 1924. He held several elective positions on the IC, serving as local chairman, vice chairman and general chairman between 1927 and 1947. He had also been secretary, and later chairman, of the IC General Chairmen's Association and a member of the Illinois Central Hospital Board.

Noakes is survived by a daughter, Mrs. Lois Sabatke of Maryland. His wife, Doris, died in 1966.

He was buried in Park Lawn Cemetery, Rockville, Maryland.

news from Canada

CANADA'S ECONOMY IS GOing into the 1970s at a pace in some ways very reminiscent of its entry into the 1960s. Business activity is not making new gains. Unemployment is edging higher. Profits are squeezed and there has been some talk of recession.

There, however, the similarity ends.

The 1960s got off to a slow start because of an over-building of inventories and an absence of push in capital spending. By contrast, the slowdown at the beginning of the 1970s has been purposely brought about to curtail an inflationary price rise.

The decline of 1960 came after a decade of violent swings in business activity from boom to recession to boom and back again to recession. The current flattening out of activity follows a decade of unparalleled growth that only in its later stages generated severe wage-price pressures.

Once these are corrected—some easing of monetary and fiscal restraints is widely expected by late 1970—prospects are bright for an advance through the 1970s at least as handsome as that of the 1960s.

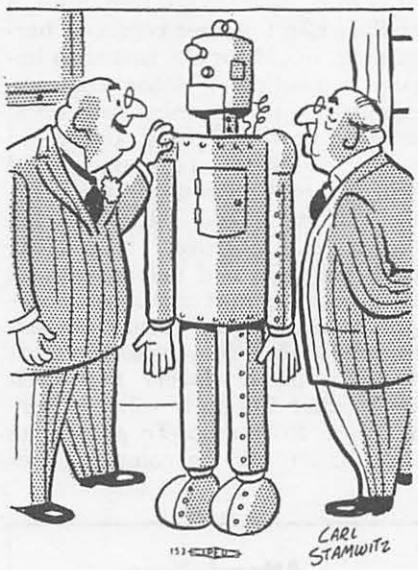
In Canada's past decade, the income advance and the widening of markets has been spectacular. Starting from a base that already put Canadians in the top ranks of the world's well-to-do, the volume of gross national product (GNP) per capita advanced 36 percent between 1960 and 1969. Total GNP in dollar terms more than doubled to an estimated $78,100 million in 1969.

Personal incomes in Canada, measured on a household basis, are now up to an average of $11,000 a year, almost double those of a decade ago. In this period there has been a tripling of total income tax payments, but the average household still has $9,000 left to spend, save—or use to pay other taxes.

Weekly wages and salaries have, on average, risen by 55 percent in the past 10 years. Even with an inflation that has cut the purchasing power of a 1960 dollar down to 75 cents, the net rise in average wages has been 23 percent.

Averages like these provide abundant statistical evidence that, for most Canadians, the 1960s brought about a major advance in living standards.

The rise in living standards was greatest through the middle five years of the decade as the pronounced slack in the economy was taken up and a strong advance in capital spending took place. This very large mid-decade expansion contributed strongly to an inflation of expectations. Although business growth has been more modest since then, fast-rising wages and prices brought about a 1969 shift in fiscal, and especially monetary, policy towards restraint.



"He obeys my every command, J.B.!—Egad! If his kind could only vote!"

Money was tightened progressively from the spring of 1969 right through into 1970. Such a prolonged period of monetary restraint is a development not seen since the late 1950s. Interest rates rose to heights experienced only during the Napoleonic wars. Conventional mortgages, for example, carried rates of 10½ percent—12 percent by early 1970. At the same time the federal budget was brought into balance, becoming a less potent expansionary force for the first time in several years.

Moves such as these reduced the expansion of housing starts and cut into nonresidential construction. The advance of retail sales was slowed in part by less liberal attitudes among credit lenders and in part by the income squeeze resulting from large year-to-year increases in consumer prices. Tight money and a rash of strikes in construction and mining held industrial output below springtime peaks through most of 1969.

By the beginning of 1970, Canada's economic advance was plainly arrested. Demand in many sectors—notably in houses, cars, consumer durables, home furnishings and in construction materials—had weakened perceptibly. In addition production cuts and layoffs in the opening months of the year suggested some involuntary inventory accumulation brought about by weaker demand and by the attempts of many businesses to adjust inventory levels to demand realities.

The loss of industrial momentum, however, was not accompanied by any widespread slackening in the advance of prices. Consumer prices, though up in January and February only fractionally from each preced-

Grade crossing program will cost $580 million

A RESEARCH REPORT PREpared for the Federal Railroad Administration estimates, there are 30,000 railway-highway grade crossings where train and motor vehicle traffic volumes justify immediate improvements.

Cost of improvements was set at $580 million in the research study conducted by Alan M. Voorhees Associates, McLean, Virginia.

The study also identifies current available information on costs of accidents as well as deficiencies in information available in every facet of the problem.

Recommendations for improvements in safety at grade crossings include five major objectives: (1) reduce grade crossing accidents by 25 percent; (2) develop special devices which will help reduce accidents at grade crossings with low vehicle and train volumes; (3) complete accurate inventories and records of all grade crossings, accidents at these crossings and costs so that future policies may be better formulated; (4) improve cost and benefit information as a basis for selecting improvement projects of merit; and (5) carry out demonstration projects in several communities with the objective of eliminating unnecessary crossings and providing protection for all crossings which are allowed to remain.

Savings Bond Interest

LABOR - BACKED LEGISLAtion increasing the interest on U.S. Savings Bonds sold to individuals from 4.25 to 5 percent has been signed into law by President Nixon.

Sales of Freedom Shares, which already pay 5 percent interest, will be discontinued after June 30, 1970. The delay will give workers who buy shares through payroll savings plans an opportunity to change deduction programs to savings bonds.

In calling for the 5 percent interest rate on bonds, the recent AFL-CIO convention pledged labor's continued support for the bonds program under payroll deductions "if we can assure workers that their patriotic purchases of these bonds will bring them a fair return on their investment."

ing month, were still a substantial 4.6 percent higher than a year ago. Strong upward pressures on Canadian farm products and industrial materials contributed to a large rise of 1.2 percent in general wholesale prices between December 1969 and January 1970, bringing the index 4 percent higher than a year earlier.

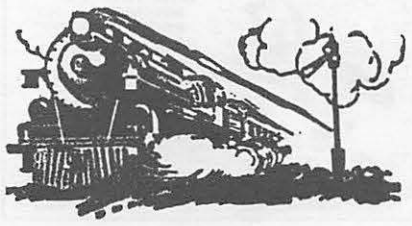
There were some signs by the spring of 1970 that the worst of the credit crunch was over. Rates on short-term government and corporate borrowing, eased down from their first-of-year peaks. Bond yields edged moderately lower. These changes seemed to reflect some moderation of demand for money rather than any easing on the part of Canada's central bank. If anything, Canadian rates stopped rising and fell back a little because less monetary stringency was apparent in the U.S.

Significantly, however, the Governor of the Bank of Canada, Louis Rasminsky, made it clear in April that borrowing costs were not likely to decline very substantially in 1970. Prices, he acknowledged, were not rising as rapidly as in 1969 but the bank's policies would continue to be aimed primarily at "preserving the purchasing power of the Canadian dollar." The only indication that a turn away from the rigid restraints of 1969 and early 1970 came with his admission that successful monetary policies did not necessarily have to be those of extreme ease or extreme tightness.

Later figures may well mark the second quarter of 1970 as the point at which Canada's economy began once again to grow more quickly. Certainly the basic buoyancy of the Canadian economy has been remarkable in the face of a policy-induced slowdown. Although GNP growth slowed in Canada, it did not, as in the U.S., decline.

Certainly Canada's potential for expansion in the 1970s is striking. Explosive growth in the labor force is taking place as record numbers of teenagers—the products of the post-war baby boom—finish their education and begin looking for jobs. With the labor force growing faster than that of any other industrial nation of the Western world, and with the growth concentrated at the young end of the age spectrum, family formation will rise sharply.

This implies to the Economic Council of Canada "one of the biggest surges in consumer spending that Canada has ever seen." It also suggests an economic performance requiring a large rate of growth in the country's stock of business structures and equipment—in excess of 5.5 percent a year through at least the first half of the 1970s.



In the U.S., Canada's main outside market, the Council of Economic Advisers to the U.S. President says the volume of gross national product could rise by an average of 4.3 percent a year from 1972 to 1975. Anti-inflation restraints will hold U.S. growth below potential this year and next year but the rest of the decade promises a growth rate handsomely above the 3.5 percent of the late 1950s and better than the 1960s. This provides an optimistic prospect for Canada's exporters.

The potential in Canada is brighter still. Arthur Smith, chairman of the Economic Council, estimates that the Canadian economy has the potential for an average production advance of 5 percent a year through the decade ahead. This means that from 1967 to 1980, the Canadian economy's potential to turn out goods and services could expand as much as in the whole first century, 1867-1967, of Canada's history as a nation.

Look at it another way. From 1970 to 1980 the annual volume of Canadian output could rise by an amount almost equal to twice the increase of the 1960s.

By SIDNEY MARGOLIUS, for The Signalman's Journal

IN A FEW WEEKS YOU'RE going to walk into your local supermarket and see prices of 79-89 cents and even 95 cents on chopped beef, $1.89 on round steak and 89-99 cents on pork chops.

But the House of Representatives Committee on Government Operations has refused to take any action on a subcommittee report aimed at restraining the blistering prices of meat.

Remember what meat prices were like last August? By mid April, prices already were as high as last August, and aiming for new records as we move into the usual summer period of reduced supplies. Wholesale meat prices presently are running 3 to 17 percent ahead of a year ago for various types and cuts. Pork is especially high.

Because of the many complaints about meat prices, including housewives' boycotts and picketlines, a special studies subcommittee recently explored ways to hold down prices. In April the subcommittee made its recommendations to the full Committee on Government Operations. But the full committee did not even make public the report, let alone act on any of its suggestions.

The reason is that the cattle industry and farm organizations heard about the pending report, and telegrammed and lobbied it to sudden death. The full committee voted to recommend "further study." In effect this kills the subcommittee's price-curbing effort unless consumers get indignant enough about the high prices to offset the livestock lobby.

The power of the farm organizations was demonstrated when a Missouri Congressman showed a telegram from the Farm Bureau to explain why he was voting against the report, even though there are large industries with many working families in his district.

What the committee action really shows is that Congress is willing enough to consider relatively minor if still useful proposals like open dating of foods, but is scared of the real gut issue of prices.

But the lobbying by the livestock industry at least was loud and demanding enough to call attention to the rejected report, and reveal some of its proposals.

What the subcommittee recommended was reasonable enough and need not be concealed from the price-worried public. The report offered these findings and proposals:

1. The price increase in the second quarter of 1969 really was excessive. Average prices of beef jumped from 89.9 cents a pound in March to 92.7 in April, 94.8 in May and $1 in June. This sharp increase, unexpected even by the U.S. Agriculture Dept., occurred even though production fell off only 2½ percent. In previous years similar fluctuations in supplies resulted in much smaller price changes.

YOUR MONEY'S WORTH
by Sidney Margolius
CHEAPEST INSURANCE.....
TO PROTECT A FAMILY IS DECREASING TERM INSURANCE. THIS IS LIKE MORTGAGE INSURANCE BUT DOESN'T HAVE TO BE TIED TO A MORTGAGE. AS YOUR FAMILY GROWS UP THE AMOUNT OF INSURANCE DECREASES. THAT'S THE REAL PURPOSE OF LIFE INSURANCE—TO PROTECT A GROWING FAMILY. A MAN OF 35 CAN BUY $25,000 OF DECREASING TERM INSURANCE FOR AS LITTLE AS $13 A MONTH.
POLICY
RE-NEWAL
INSURANCE CO.
FIVE-YEAR TERM INSURANCE IS ANOTHER INEXPENSIVE WAY TO GET A LOT OF FAMILY PROTECTION. YOU CAN KEEP THE COST LEVEL BY REDUCING THE AMOUNT OF INSURANCE EVERY FIVE YEARS WHEN YOU RENEW.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE PRINTERS, DIE STAMPERS AND ENGRAVERS UNION OF NORTH AMERICA.
UNION MADE
ILGWU

2. Because of the short supplies and excessive price increases, the subcommittee recommended lifting present restrictions on meat imports. Such imports are mainly boneless lean beef used for hamburger, frankfurters and other processed meats. Lean beef for processing is in especially short supply here because of the decline in production of bull and cow beef. Cow meat used for hamburger has become almost as expensive as the grain-fed beef used for steaks and roasts, witnesses at subcommittee hearings pointed out. That's why the price you pay for hamburger has been unusually high this year and resistant to declines even when production increases and other beef prices do go down a little.

3. Beyond the immediate need to permit more imports of lower-cost beef for hamburger and processed meats, the subcommittee report indicated that the livestock industry plans to restrain future production. The planned increase of only 3 percent a year in beef supplies obviously is inadequate to keep up with increasing demand. The projected increase is even less than the average increase in beef supplies of 4.2 percent a year for the past ten years.

Thus in the years ahead, working people are going to be squeezed on the one hand by restrained production, and on the other, by higher prices.

Meat, poultry and other protein foods are the single largest cost item in your food budget, taking 25-30 percent of your dollar. Beef alone takes 10 percent of your food money, and also affects the price of alternatives such as poultry, eggs, fish and cheese.

The subcommittee felt that the planning to determine the amount of meat the country needs cannot be left to the livestock industry alone. For one reason, beef production is passing into fewer and larger operators. There has been a big increase in the past five years in large feedlots and a decline in smaller ones. This means a monopoly situation can develop, with even more restrictions on supplies.

At Congressional hearings last October, a representative of a cattle raiser's association admitted that the association was trying to keep prices up by recommending to its members that they keep production down.

To help solve the supply dilemma, the subcommittee, headed by John S. Monagan (D., Conn.) also pro-

posed a national commission to gather information on meat needs (now and in future years).

The recommendation to let more beef for processing come into the country is a sensitive one, feared and resisted by livestock raisers for understandable reasons. But importing more beef of this type would not affect fed beef prices seriously, or hurt U.S. livestock growers and packers. This would be in the nature of an emergency measure to help keep down the leaping price tags on hamburger and processed meats. Moderate-income working families especially depend on these items for their protein foods.

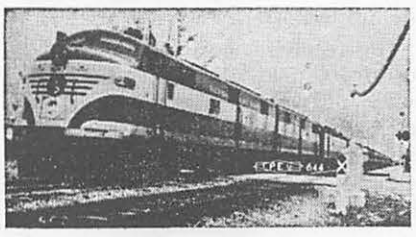
The Beef Price Beef

If you want to beef about beef prices, the members of the House of Representatives Committee on Government Operations which has the power to make public its Special Studies Subcommittee report on meat supplies, and take other steps seeking to reduce prices, are:

Chairman, William L. Dawson, Ill. *Other Democratic members:* Chet Holifield, Calif.; Jack Brooks, Tex.; L. H. Fountain, N. Car.; John A. Blatnik, Minn.; Robert E. Jones, Ala.; Edward A. Garmatz, Md.; John E. Moss, Calif.; Dante B. Fascell, Fla.; Henry S. Reuss, Wis.; John S. Monagan, Conn.; Torbert H. MacDonald, Mass.; William S. Moorhead, Penn.; Cornelius E. Gallagher, N.J.; William J. Randall, Mo.; Benjamin S. Rosenthal, N.Y.; Jim Wright, Texas; Fernand J. St. Germain, R.I.; John C. Culver, Ia.; Floyd V. Hicks, Wash.

Republican members: Florence P. Dwyer, N.J.; Ogden R. Reid, N.Y.; Frank Horton, N.Y.; John N. Erlenborn, Ill.; John W. Wydler, N.Y.; Clarence J. Brown, O.; Guy Vander Jagt, Mich.; John T. Myers, Ind.; William O. Cowger, Ky.; Gilbert Gude, Md.; Paul N. McCloskey, Jr., Calif.; Paul Findley, Ill.; John H. Buchanan, Jr., Ala.; Lowell P. Weicker, Jr., Conn.; Sam Steiger, Ariz.

You can reach them at House of Representatives Office Building, Washington, D.C. 20515.



End Poverty Wages

IN 1959 IF A FAMILY OF four earned less than $2,974 a year it was classified as poor. By that definition 22 percent of the nation lived in poverty.

In 1968 if the same family of four earned less than $3,553 a year it was classified as poor. By that definition 13 percent of the nation lived in poverty.

Obviously, removing 9 percent of a growing population from the poverty level over a nine-year period is a marked accomplishment. But in terms of America's wealth and potential, as well as its dedication to eradication of poverty and need, there's a great deal more to be done.

In formal terms the "war on poverty" was launched five years ago when Pres. Johnson signed the Economic Opportunity Act. In fact the war on poverty had been going on as long as trade unions and other social institutions fought to bring a decent standard of life to all Americans.

The basic tool in the union battle against poverty is a decent wage, nailed down initially in a contract with employers. From this grew the idea of legislation to establish a national minimum wage, a long grueling struggle that was finally won 30 years ago, with the payment in 1938 of a 25-cent-an-hour minimum wage.

Over the decades unions have succeeded in gaining for workers a fairer share of the wealth they help produce as well as increasing the national minimum wage floor to the present $1.60 an hour and spreading its coverage to millions of workers previously unprotected. But today the $1.60 an hour, if earned over a full year, produces less than the government-defined level of poverty.

If progress in the fight to wipe out poverty is to continue, as a basic first step the minimum wage must be increased. The AFL-CIO is currently campaigning for a $2 an hour minimum with universal coverage.

Recognition of the failure of the current wage structure to deal with the problem of poverty has been coming, but slowly. It received a boost from nationally syndicated columnist Sylvia Porter who writes in a recent column:

"What is desperately needed is a profound change in attitude toward the compensation of workers in this country—so that the individual willing and able to produce a thing or perform a service which society considers necessary and valuable can count on earning a wage on which he can support himself and his family above the poverty line.

"Decades ago the United States made a national commitment to support by direct subsidies those too sick, too old, handicapped to work to provide for themselves. Now new solutions must be found for the working poor."

The AFL-CIO has put together a program to aid the working poor and eliminate poverty in America. It is based on the simple principles that there must be work at decent wages for everyone who can work and decent incomes through updated social insurance and a modernized, humanized and Federalized public welfare system for those who cannot work.

Edison Announces New Storage Battery Fillers

A NEW SEMI-AUTOMATIC storage battery filler for nickel-cadmium or nickel-iron batteries has been announced by Thomas A. Edison Industries, McGraw-Edison Company.

Known as the Edison 70, it features the combination of a filler and signal device in a single, self-contained unit that is compact and light in weight. It completely eliminates the need for a separate signaling device and connecting cables.

The signaling device is of solid state design and includes a visual as well as the usual audible signal. Both signals are actuated when proper battery electrolyte level is reached. The light signal permits the filler to be used even in exceptionally noisy surroundings. The entire signal unit operates on two, radio-type, 9-volt dry cells.

Three standard models are available:

Model SS, which has a 7½" nozzle and is designed for batteries used in railway signaling and communications services. Its overall length is 16½" and it weighs only 2 lbs. 6 oz.

Model SL has a 30" nozzle and Model SXL has a 42" nozzle. Both of these models are designed for watering car and other rolling stock batteries.

Signalmen Invited To Help Preserve Rail Labor History

THE UNITED TRANSPORTATION UNION RECENTLY JOINED the Cornell University's School of Industrial and Labor Relations in a joint project of collecting historic rail and rail labor material. The donated material will help preserve rail labor history.

The UTU donated more than 200 cubic feet of historical documents including non-current files of the UTU and predecessor organizations, dating back to 1868.

With the help of the UTU and all Railroad Labor, the joint Railway Labor History Project is expected to become the largest collection of its kind.

The Journal was asked if we would aid in urging our members to search their attics, basements and meeting halls for historic material. Items collected thus far include historical files, convention proceedings, officers' reports, contracts, working agreements and data on events leading up to the formation of the UTU.

The material has been deposited in the Cornell University archives to be classified and filed for use by teachers, students and researchers studying railroad labor history.

The Signalmen's part in the project is an agreement to search for material belonging to locals, individual members and others.

The project is a worthy program and rail unions are proud to take part in it. Cornell will compile valuable records of the history of the labor movement and make them available to future generations of scholars, researchers and unionists.

The UTU has appointed D. W. Collins, UTU assistant general secretary and treasurer, as that organization's representative on the project.

President C. J. Chamberlain asks all members of the Signalmen who have historical data that they are willing to donate to please send such data to Mr. Collins at the UTU International, 666 Euclid Avenue, Cleveland, Ohio 44114.

Old timetables, work orders, labor agreements, histories of particular carriers, photographs and other memorabilia will be welcomed.

Facts Of Life

SCHOOL POPULATION—ENrollment in public and private schools including colleges this fall is expected to top 58,600,000. That's more than one-quarter of the population. The cost will be nearly sixty-five billion dollars. Next June's high school graduating class will approach 3,000,000.

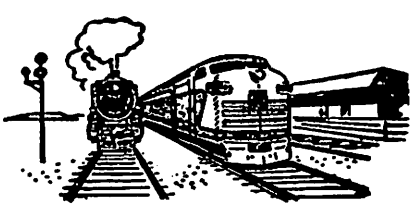
Labor costs—Manufacturers' unit labor costs rose 1.3 percent in the United States last year, a little more in Canada. In France and Britain the rise was nearly 5 percent. Source: U.S. Bureau of Labor Statistics.

Population growth — The U.S. population will increase by more than 100,000,000 in the next 30 years. "Doubling periods" are growing longer. From 25,000,000 in 1852, the population grew to 50,000,000 in 28 years, 100,000,000 in 35 years and 200,000,000 in 52 years. It will double again in 69 years.

GRS Introduces Air Switch System

GENERAL RAILWAY SIGNAL Company announced the development of the GENERAIL™ remotely controlled compressed air powered switch operating machine. A new concept in powered track switching equipment, GENERAIL will speed up and improve switching operations in non-interlocked areas by making it possible to control switches from a moving train. Economical to buy, install and maintain, it can make significant savings possible through savings in time and in labor.

The GENERAIL system consists of an air-powered switch machine with a solid-state switch control and receiving module, a battery operated portable transmitter, and a wayside receiving coil. In operation, as a train approaches a switch location, the trainman operates the normal-reverse rocker switch on his portable transmitter. The wayside receiving coil picks up the resultant signal and sends it via cable to the control and receiving module associated with the switch machine. The switch machine operates the switch to the called-for position in about one second.



The air switch machine uses two heavy duty nylon-reinforced neoprene air bags. When a switch reverse signal is received, the reverse air bag inflates and the normal air bag simultaneously deflates. The resultant force against a center plate, located between the two air bags, moves the switch rod to position the switch points reverse.

The air switch machine receiver and control module operates on 120 volts, 50-60 Hz. Only 40 to 60 psi air pressure is required to provide up to 1500 pounds pressure at the switch point. An override control on the air valve—a four way, double-solenoid momentary contact type—enables operation of the switch with or without electrical power. Options include indicator lights and dragging equipment protection plates. Normally mounted on dapped ties outside the rails, the switch machine can be mounted between the rails where side mounting is impractical. It is trailable and automatically "follows through" when trailed.

The switch receiving and control module contains the solid-state circuitry and controls for remote operation. Plug-in solenoids and printed cricuit boards can be replaced in just seconds, minimizing costly down time. The module may be mounted on the switch machine, on the ties, in a nearby wayside housing, or at a remote location.

The battery powered transmitter may be worn by the trainman or hung outside the locomotive and operated via a cable from within the cab. No FCC or other licensing is required, as the power and range are limited.

The receiving coil can be located up to 400 feet ahead of the track switch. Epoxy-encapsulated, it has no moving parts and requires no maintenance. Up to four coils can be used to operate one switch machine.

RACO Announces New Grade Crossing Relay Logic Unit

RAILROAD ACCESSORIES Corporation, Minneapolis, Minn., announces a new grade crossing relay logic unit. Called the RACO XRL-10, the unit provides all relay logic functions for a complete single track grade crossing flashing lamp control from track occupancy indication to flashing lamps in one compact, prewired and assembled unit.

Adaptable to nearly all installations, the XRL-10 will accept occupancy information from standard track relays (separate "island" circuit) or overlay track circuits (overlapping approaches). Companion units are available for double track, gate control or without gate control. Its operating tests exceed AAR requirements.

The unit is compact and convenient to install and maintain. The relay units plug-in and pull out. The XRL-10 incorporates RACO's MR-10 Relays and a SSF-10 Flasher.

The MR-10 Relay has silver impregnated carbon front contacts, positive, non-magnetic armature stop, gravity and redundant spring armature return, wide contact opening, complete isolation of contacts and plug-in feature.

RACO's SSF-10 Flasher is completely solid state and uses silicon transistors for maximum thermal stability. It has a current capacity of 20 Amperes (10 each signal unit). This design permits tandem and synchronous operations for multiple units where current needs exceed 20 amps. There are no moving mechanical parts.

California Narrow Gauge Back In Operation

PICKERING LUMBER CORPORATION'S HISTORIC NARROW gauge, West Side & Cherry Valley Railway began operation on Memorial Day weekend. Now in the final phase of expansion commenced two years

ago, this unique steam railway excursion has been extended to more than six miles round trip.

Two "C" Class Shay locomotives —#15, built in 1913 and weighing 57 tons, and #12 built in 1928, weighing 68 tons, are in top condition for the 1970 season.

The first trip this year commenced May 30 and runs are made on weekends only until June 20 when a daily schedule commences.

The trips include an 11 minute movie showing the last days of railroad logging plus the largest display of narrow gauge logging equipment in the West. Included among logging artifacts of historical interest are a Willamette steam donkey engine with a 3-chimed Lukenheimer whistle, several loaded logging cars, and a Corliss stationary steam engine with 14-foot flywheels. The Corliss engine supplied all power to the old West Side Lumber Company mill for some 58 years.

The excursions depart from the W.S. & C.V. Railway station constructed in 1897.

Special tours for groups can be arranged during the season. For information, write General Agent, West Side & Cherry Railway, P.O. Box 1017, Tuolumne, California 95379.

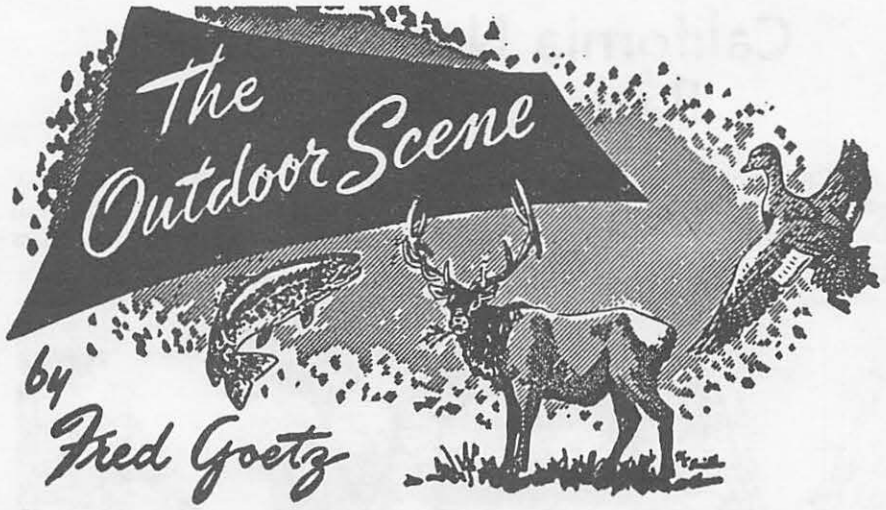
CCI Acquires Major Interest In RACO

CCI CORPORATION HAS ACquired controlling interest in Railroad Accessories Corporation, a Minneapolis-based manufacturer of railway signal and control equipment, it was announced today by Robert L. Zeligson, CCI Chairman.

The acquisition of approximately 51% of Raco stock from General Signal Corporation "Adds significantly to the capabilities of CCI's wholly owned Marquardt Industrial Products Company subsidiary," Mr. Zeligson said.

Together, MIPCO and RACO offer a broad line of electronic control and communication systems for the railroad, airlines and mass transit industries, he noted. RACO is currently producing an annual sales volume of about $7.5 million and had pre-tax earnings of approximately $1 million in 1968.

The company's Marquardt Division is working on several Federal Railway Administration study contracts related to high speed ground transportation, and is under contract to NASA and the Federal Aviation Administration to test sonic boom effects generated by supersonic aircraft.



ERNEST VANDERPOOL OF Towanda, Pa., an employe of the Erie Lackawanna Railroad, felt like the kid who got his hand caught in the cookie jar on his last Sunday ice-fishing junket to the Susquehanna River with his pal Herb Northrup this past winter.

Having previously taken a 34-inch and 36-inch muskie from the ice bound Susquehanna River, he fashioned his ice hole just a little greater in circumference, set his tip-up rig near the border and settled back to relax. But he didn't relax for long for the rod went jerking down and Ernie realized he was into another lunker. He finally managed to ease the "whatever it was at the other end of the line" near the open-water area and pal Herb struck with the gaff. The "hooked thing" didn't appreciate that action, nullifying the metal gaff hook in one sharp bite. It was then that Ernie decided to cast caution to the winds and "take the bull by the horns," or rather "the fish by the mouth." From then on it appeared a toss up as to whether Ernie was "going in," or the fish was "coming out."

Ernie saw red—literally—when the fish inflicted several gashes in his fishing hand and with one angry and Herculean yank he pulled it—barely—through the almost-too-narrow hole in the ice, a moose of a muskie that tipped the scales at 25 pounds and was slightly less than two feet shorter than he was tall!

In a past issue of "The Outdoor Scene" we passed on suggestions on getting gear ready for the summer fishing season. Following are a few ideas about what to do when you get there:

. . . I've oft' been asked if the action of the outboard motor's prop frightens fish. I believe it usually does in the immediate area. To offset this, I usually troll as far behind the boat as possible, and very slowly, just fast enough to activate the lure.

. . . In stream fishing for trout, I've found it's a good idea to stand back from the bank as far as possible. And I've found it pays off—after taking a trout or two from one hole—to move down to another likely spot. True, there may be more fish in a comparatively restricted area but doesn't it seem logical that repeated casts in a small patch of holding water could spook the school. I say, "give the hot spot a chance to cool off," then come back and hit it again.

. . . Getting back to boat fishing, may I suggest that you move around as little as possible to avoid casting moving shadows from the boat. And I've learned, from observation on a gin-clear lake that the surest way to disperse the fish is to scrape the bottom of the boat with a heavy object—like an anchor, bait bucket, tackle box or even a heavy heel. Water, it must be remembered, is an excellent conductor of sound vibrations. Most boat fishermen, and I am one, wear sneakers.

. . . We've had letters from time to time on the "pros" and "cons" of treble hooks. To those who would remove treble hooks from their lures, I urge them to do so. Single hooks should improve rather than impair the lure's action as they offer less resistance to movement than trebles.

The white sea-bass, a saltwater resident of the Pacific coast, is one of the few fish bearing the name "bass" that actually belongs to the bass family. The fishes most commonly known as bass are the largemouth and smallmouth basses which actually belong to the sunfish family.

Be that as it may, the white sea-bass can stand on its own as a creditable gamefish and an excellent candidate for the table.

One angler who recognizes both merits is E. Roger LeMelle of Covina, California, a member of Local 100, retired now from the workaday world. Here's a photograph of Brother LeMelle with a 32 pounder he nipped this past April, fishing off the good ship "Queen of the Sea" out of Long Beach, California. According to LeMelle, "the white sea-bass is the best eating fish in the ocean."

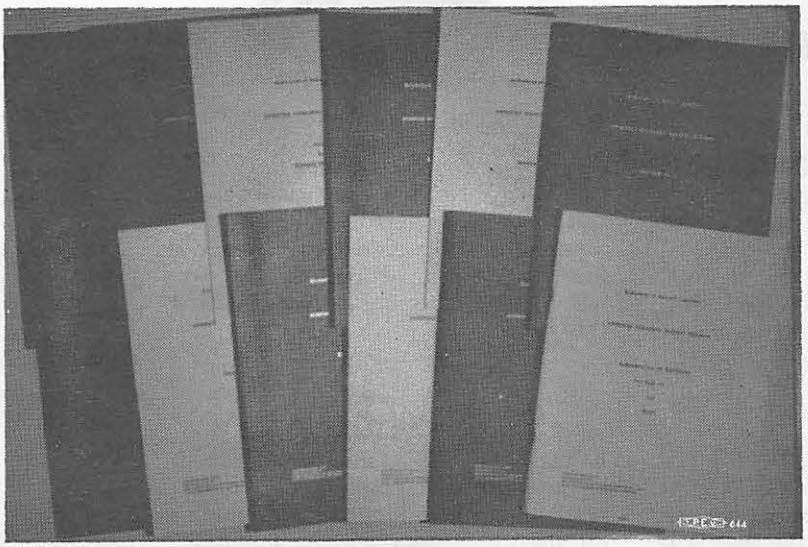
* * *

Do you have a fishing or hunting story you'd like to share, or perhaps recount a noteworthy experience which took place on a camping or hiking trip? Maybe you've a question about wildlife, conservation, environment, etc., or perhaps you can offer a "tip" or "kink" from your own bag of tricks. If so, drop us a line and we'll try to pass it along—and send you one of the illustrated Krocodile fishing lures for your trouble. If you've a snapshot, so much the better; include a few words as to what it's about to:

Fred Goetz, Dept. SJ
2833 S.E. 33rd Place
Portland, Ore. 97202

Please mention your Local number. Of course, all members of the family and retired members are eligible.

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. P. T. Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

.....
(Date)

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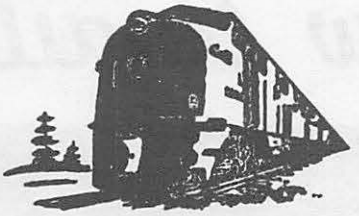
Railroad NEWS IN BRIEF



THE LONG ISLAND RAILROAD will soon begin modification of existing signals at the "Burke" and "Corey" interlockings. The material and engineering have been purchased from WABCO's Signal & Communications Division, an American-Standard Company.

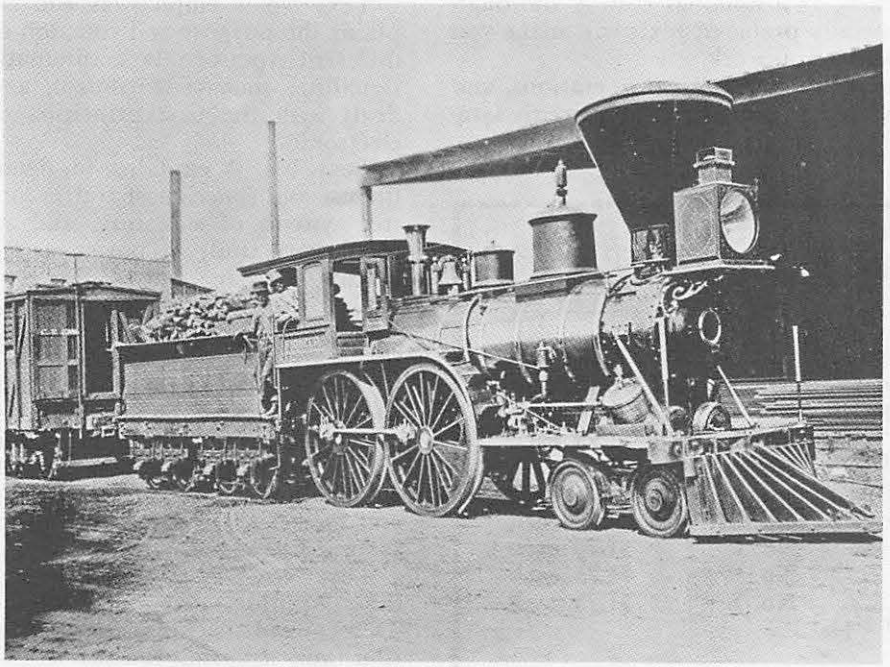
THE PORT AUTHORITY TRANS-HUDSON CORPORATION (PATH), rail rapid transit operating subsidiary of the Port Authority, carried 37,751,200 passengers in 1969, an increase of 8.5 percent over the 1968 figure of 34,782,000. This marks the fourth consecutive year of traffic increases on PATH.

PATH, patronage, about 140,000 riders daily, is split nearly equally between suburban commuter railroad passengers transferring to PATH at Newark and Hoboken and those passengers who live in the communities served directly by the system (Newark, Harrison, Hoboken, Jersey City, and New York City).

FRENCH NATIONAL RAILROADS' TURBOTRAIN outraced an airplane that challenged it part of the way, and lopped 47 minutes off the old 3 hour and 45 minutes Paris to Cherbourg run.

The turbotrain went into regular commercial operation recently on the 212-mile line.

Europe's first turbotrain to be proved and put into service, is basically a long, streamlined, comfortable-riding rail car, powered by a Turbomeca gas turbine.



Engine With Record of 'Firsts'

This quaint locomotive, the Missouri, was one of the two original engines of the old Hannibal & St. Joseph Railroad, which was the first to reach the Missouri River—in 1859. The new railroad staged a record speed run in 1860 and thereby won a contract to carry the mails between St. Louis and St. Joseph, which hitherto had been shipped by steamboat. The Missouri pulled the train on that run. In June, 1862, when the first post office cars were inaugurated on this same line between West Quincy and St. Joseph, the Missouri pulled the train that carried the first P.O. car. (Photo, courtesy, Burlington Railroad.)

THE CHESAPEAKE AND OHIO/BALTIMORE AND OHIO railroads are experiencing "a rising trend in merchandise freight traffic, which has been off because of the general business slowdown," and heavy coal shipments are "the strong spot in our traffic picture," Gregory S. DeVine, president of C&O/B&O, told share-owners at the C&O Annual Meeting.

"Like the rest of American industry, weathering a decline in business activity and feeling the continued burdens of inflation, C&O/B&O are looking for the turning of the business tide that may be just ahead. A strengthening of general business activity, particularly by the automobile industry, will be directly reflected in C&O/B&O's affairs," he said.

PENN CENTRAL loaded the millionth passenger aboard a Metroliner recently and noted that the New York-Washington runs operated at 88.9% occupancy during the first week in April. The carrier also said 85.6% of the trains reached their destinations within 10 minutes of schedule. PC said that the airlines were averaging only 50% occupancy and 82.5% on-time record last year.

BURLINGTON NORTHERN, America's newest major transportation system, operates a total of 23,966 miles in 17 states and two Canadian provinces. This includes lines operated under contract lease and trackage rights, and eliminates all duplicate mileage.

Not included in the total are two subsidiary railroads, The Fort Worth and Denver (1,201) and the Colorado and Southern (692 miles), which also add two more states to the system.

In consolidated revenues, Burlington Northern ranks fifth among U.S. rail carriers. It is second in total assets, at $287 billion. In total mileage, with its subsidiaries included, it ranks first.

Its average number of employes is 47,865.

Corportate and operating headquarters are in St. Paul, Minnesota but six fully-staffed regional headquarters, each with its own vice president, provide strong emphasis on decentralization.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Rock Island

Marlow, Oklahoma (17). The regular meeting of Martin Lodge No. 17 was held in the V.F.W. hall in El Reno, Oklahoma on May 9.

The meeting was called to order at 1:00 p.m. by Chief Signalman W. L. Stickley. The following members were present: R. J. LaFoe, G. Jameson, Jr., W. L. Stickley, C. E. Bouteller, L. W. Egger, J. C. Armer, W. O. Davis, M. W. Kiser, M. D. Stowe, W. M. Carter, F. J. Armer, General Chairman A. E. Ketterman and retired General Chairman R. A. Watkins.

Some members drove 400 miles to attend this meeting. If all members would put this much energy into attending and show as much concern for our local, we would have a good turnout at our meetings.

The secretary read the minutes of our previous meeting and they were accepted as read.

The applications for two new members were presented and accepted. We hope these two new brothers, D. L. Roberts and J. L. Canary, will become active in our local's affairs.

Brother W. J. Vossen was reported off on sick leave and Brother L. W. Ralls is off account of personal injury. The members attending this meeting extend their best wishes to these brothers for a quick recovery and hope they will be able to return to work soon.

All bills were read and a motion that they be paid with the approval of the trustees, carried.

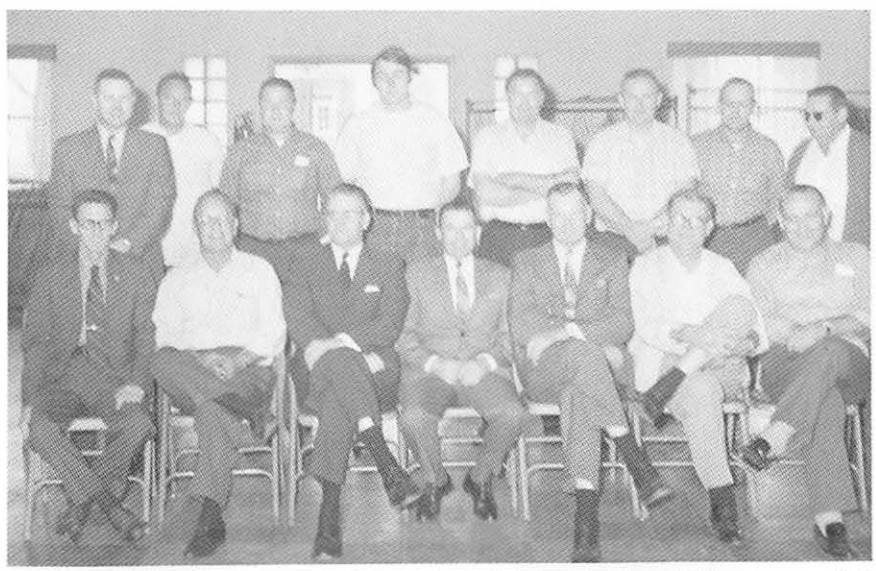
Mail ballots were counted at this meeting and M. W. Kiser was elected as a delegate to our 1970 Convention. Brother W. O. Davis was elected as alternate on this same ballot.

A general discussion concerning the condition of motor car set-offs on the Arkansas Division showed conditions getting worse rather than better. The number of set-offs has decreased and General Chairman Ketterman stated he is trying to get them installed according to the agreement. He reported very little success to date.

It is strange that the carrier would expect a man to maintain his territory and work safely without the proper number and location of set-offs so he can remove his car from the track.

The meeting was closed at 3:15 p.m. by our chief signalman.

M. W. KISER



Those attending a special meeting of Local 174 on April 26 in Terre Haute, Indiana were, seated, left to right: L&N General Chairman R. B. Flowers, A. H. Royer, C. M. McGuire, B. R. Bailey, W. F. Richardson, G. H. Roberts and W. E. Blacketer. Standing in rear, left to right: Grand Lodge Representative J. T. Bass, J. T. Hollen, T. L. Bolenbaugh, J. E. Batten, L. A. Padgett, C. F. Bennett, R. E. Winegardner, T. D. Carroll. Also attending and serving as photographer was Grand Lodge Representative J. W. Walsh.

Louisville & Nashville

Terre Haute, Indiana (174). On Sunday, April 26, a special meeting was called to form a new local to serve the members of Local 174 who were transferred to the Louisville & Nashville Railroad.

Former employes of the Chicago & Eastern Illinois Railroad, these 32 signalmen were transferred by agreement when the C&EI, in accordance with I.C.C. requirements, sold its line from Evansville, Indiana to Woodland Junction, Illinois, and a half interest of the line from Woodland Junction to Chicago, to the L&N.

These members, now employes of the L&N, are working under their C&EI agreement rules and felt a new local would best serve their needs.

This special meeting was called to make arrangements to request a charter from Grand Lodge, and if and when a local charter is issued, the local become a member of the L&N General Committee.

Grand Lodge Representatives J. T. Bass and J. W. Walsh attended the meeting to assist the members and answer any questions that may arise.

The outcome of this special meeting was the granting by Grand Lodge of a Charter for a new local.

The new local was assigned the identification number of Local 25 and nominations for local officers in accordance with the Constitution are now being held.

The members have also requested a special meeting of Local 174 for the purpose of transferring members and finances to Local 25.

Local 87 the former Northern Pacific, met in St. Paul, Minnesota on Saturday, May 2. General Chairman Bill Class and 22 members who attended this meeting, are shown on left.

General Chairman Walt Lauer reported 19 members of Local 103, the former Chicago, Burlington & Quincy, were present when he opened their meeting in St. Paul on May 2. Those present are shown on right.

A full agenda was discussed by the 22 members of Local 154, the former Great Northern, who were present when General Chairman Bob Richardson called the meeting to order.

Local 220, the Chicago, Milwaukee, St. Paul & Pacific, joined three other locals, for the first time, at a meeting in St. Paul. The 20 members present took time to pose with General Chairman Leo Davies during the morning session.

Our thanks to all who assisted in helping form our new local and it is our hope that every one of the 32 members who are transferred to Local 25 will take an active interest in our meetings.

C. M. McGuire

Burlington Northern

A joint meeting of all merged signalmen who now comprise the Burlington Northern was held at the Lowry Hotel, St. Paul, Minnesota on Saturday, May 2.

Joining this annual meeting this year was Local 220, whose members work on the Milwaukee Road.

All locals held their meetings in the morning:

Local 87, former Northern Pacific, had 23 members present at their meeting, which was chaired by General Chairman W. A. Class.

Local 103, the former Chicago, Burlington & Quincy, reported 19 members present at a meeting chaired by General Chairman W. W. Lauer.

Local 154, the former Great Northern, was represented by 22 members at their local meeting when General Chairman R. F. Richardson called the meeting to order. Other officers present were Secretary-Treasurer R. L. Peterson, and Local Chairmen A. F. Borgrud and G. A. McConn.

Local 220, the Chicago, Milwaukee, St. Paul and Pacific, who are not a part of the Burlington Northern merger but whose members work in the area, joined this group for the first time. General Chairman Leo T. Davies reported 21 members present at both morning and afternoon sessions.

By meeting at the same hotel on the same date, these locals were able to conduct their locals' business and have the aid of several grand lodge officers available for advice. Four of our grand lodge officers were present at the meeting: President C. J. Chamberlain, Vice Presidents C. S. Chandler, R. T. Bates and M. B. Frye.

Local 154 spent their morning meeting discussing bunk car improvements, their financial report, and had a lengthy discussion on the merger agreement.

A very tasty noon luncheon was enjoyed by all. It was hosted compliments of Legal Counselor Eugene Rerat.

A joint meeting was held in the afternoon with signalmen from the Burlington Northern and the Milwaukee Road present.

President Chamberlain reviewed our current wage movement, pending fringe benefit notice, questionnaire, supplemental annuity, and the 15 percent increase in retirement annuity. Many other issues were discussed including our new health and welfare agreement and our convention in Las Vegas.

Vice Presidents R. T. Bates and M. B. Frye added their comments and discussed to some extent the contemplated merger of agreements on the Burlington Northern.

Vice President M. B. Frye also spoke about the importance of members knowing and policing their agreements.

Vice President C. S. Chandler discussed the protective agreement that is now in effect for the Burlington Northern.

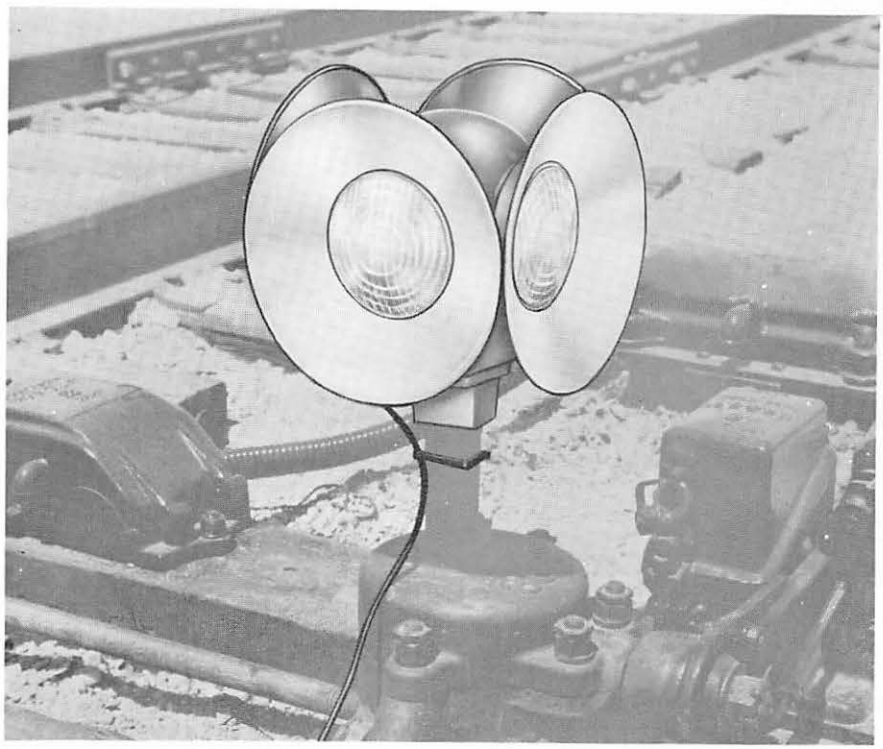
This annual joint meeting has proven to be most interesting and informative to all who attended.

A. F. Borgrud

Illinois Central

Lowes, Ky. (51). As general chairman, from time to time I make inspection trips over the Illinois Central Railroad inspecting the camp cars that are assigned to our signal gangs.

I recently visited Signal Gang No. 305 for this purpose. This gang is presently involved in a signal re-spacing program between Carbondale and Cairo, Illinois. It is anticipated that the purpose of the re-spacing program is to make ready another section of the



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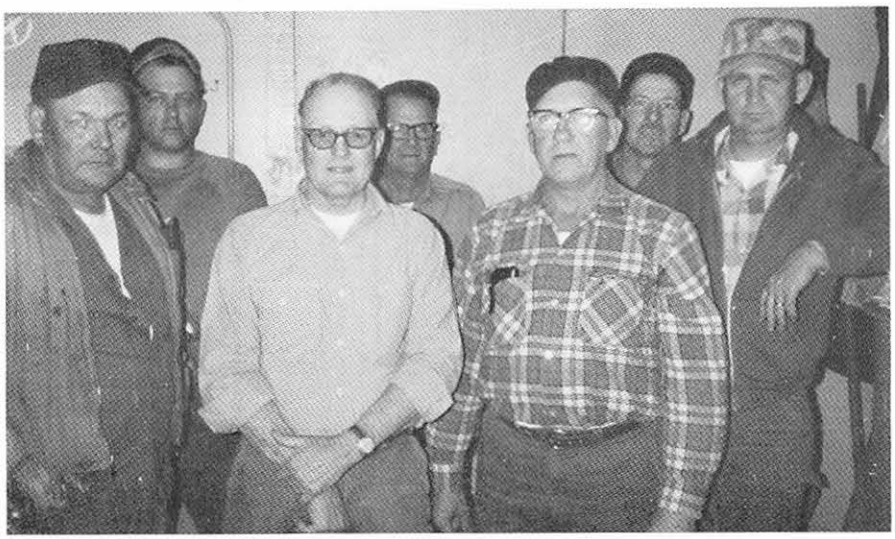
The gang is to be commended on the good job they are doing in trying to keep up the construction work on the territory where three gangs were working just a few short years ago.

The gang is comprised of Brothers R. L. Lipe, foreman; H. E. (Harry) Williams, leading signalman; K. E. Koengstein, H. E. (Gene) Williams and J. H. Lougeay, signalmen; and L. G. Forby and H. E. Johnson, signal helpers.

Signalman Gene Williams is secretary-treasurer of Local 51.

It is interesting to note that these seven men total 153 years of service, an average of almost 22 years each. This may very well be a record for a seven-man gang. B. J. Woodruff



General Chairman B. J. Woodruff on a recent inspection trip took the above photo of Illinois Central Signal Gang No. 305. Members of the gang are, front row, left to right: Leading Signalman H. E. (Harry) Williams, Signalman K. E. Koenegstein, Signalman H. E. (Gene) Williams, and Signal Foreman R. L. Lipe. In rear row, left to right: Signalman J. H. Lougeay, Signal Helpers L. G. Forby and H. E. Johnson. All are members of Local 51.

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Obituary

Wesley E. Cliver, retired member of Local 15, Penn Central, passed away recently. He was 75.

Brother Cliver was a leading signal maintainer at Cincinnati, Ohio on the New York Central when he retired on April 21, 1964, after completing 27 years of service.

The officers and members of Local 15 extend their deepest sympathy to the surviving members of this family.

L. J. Robbins

L. A. Lanham, member of Local 13, Louisville & Nashville Railroad Company, passed away February 18. He was 45.

Brother Lanham began his signal career as a helper on the Louisville Division of the Louisville & Nashville Railroad, March 13, 1950. He was working as signalman in Gang No. 12 at the time of his death.

He is survived by his wife, one son and two sisters, to whom the officers and members of Local 13 extend their deepest sympathy.

A. Oldham

Alfred C. Biddle, retired member of Local No. 4, Chicago, Milwaukee, St. Paul & Pacific, passed away on March 20 at Fair Oaks, California.

Brother Biddle was a signal maintainer at Janny, Montana at the time of his retirement on July 1, 1953, after completing 39 years of service with the Chicago, Milwaukee, St. Paul & Pacific Railroad.

He was an active member of the Brotherhood of Railroad Signalmen and held the offices of Recording and Financial Secretary and Financial Secretary-Treasurer of Local No. 4.

The officers and members of Local No. 4 extend their deepest sympathy to the surviving members of his family.

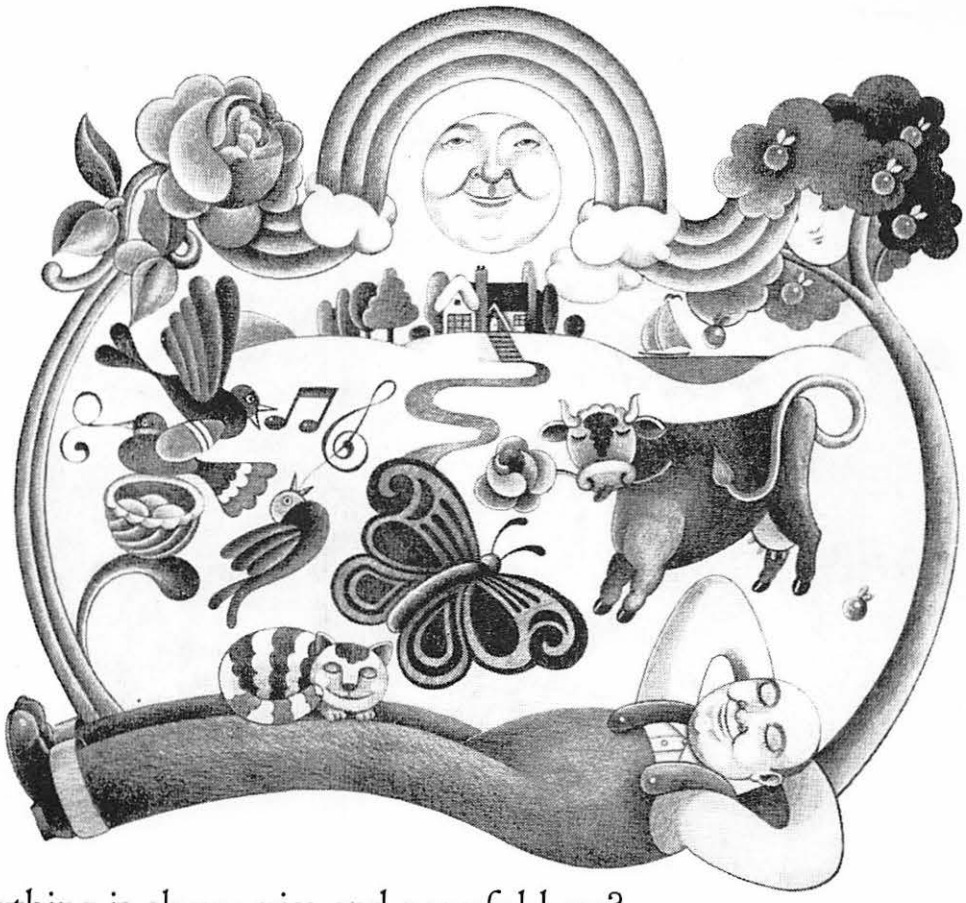
Ed.

Opel W. Miller, retired member of Local 83, Penn Central Railroad, passed away. He was 69.

Brother Miller was a leading signal maintainer at B Tower in Elkhart, Indiana at the time of his retirement in August, 1965, after completing 42 years of service.

The officers and members of Local 83 express their deepest sympathy to his widow and surviving members of his family.

C. V. Bush



See the nice man.

He is asleep
beneath the tree.

The sun is shining,
shining, shining.

The birds are singing,
singing, singing.

Everything is nice and
peaceful and serene.

Do you know why everything is always nice and peaceful here?
Because this is not a real world.

It is make believe. It never rains. There is no bad.
And nobody ever gets sick. Ever.

Real worlds are different. We know. We work against
real cancer in this real world. Every year more and more people
are helped to live longer because they go for checkups
when they think everything is nice and rosy.

It is the only way they can be helped. If they go.
Too many people live in a make-believe world. They put it off
and put it off and put it off.
Tsk. Tsk. This is naughty, naughty, naughty.

Do you know why we talk to you like this?
Simple. When we talk to you like adults, you don't listen, listen, listen.

200,000 were saved last year.
Annual checkups can help save thousands more.
What are you waiting for?

Help yourself with a checkup. And others with a check. **American Cancer Society**

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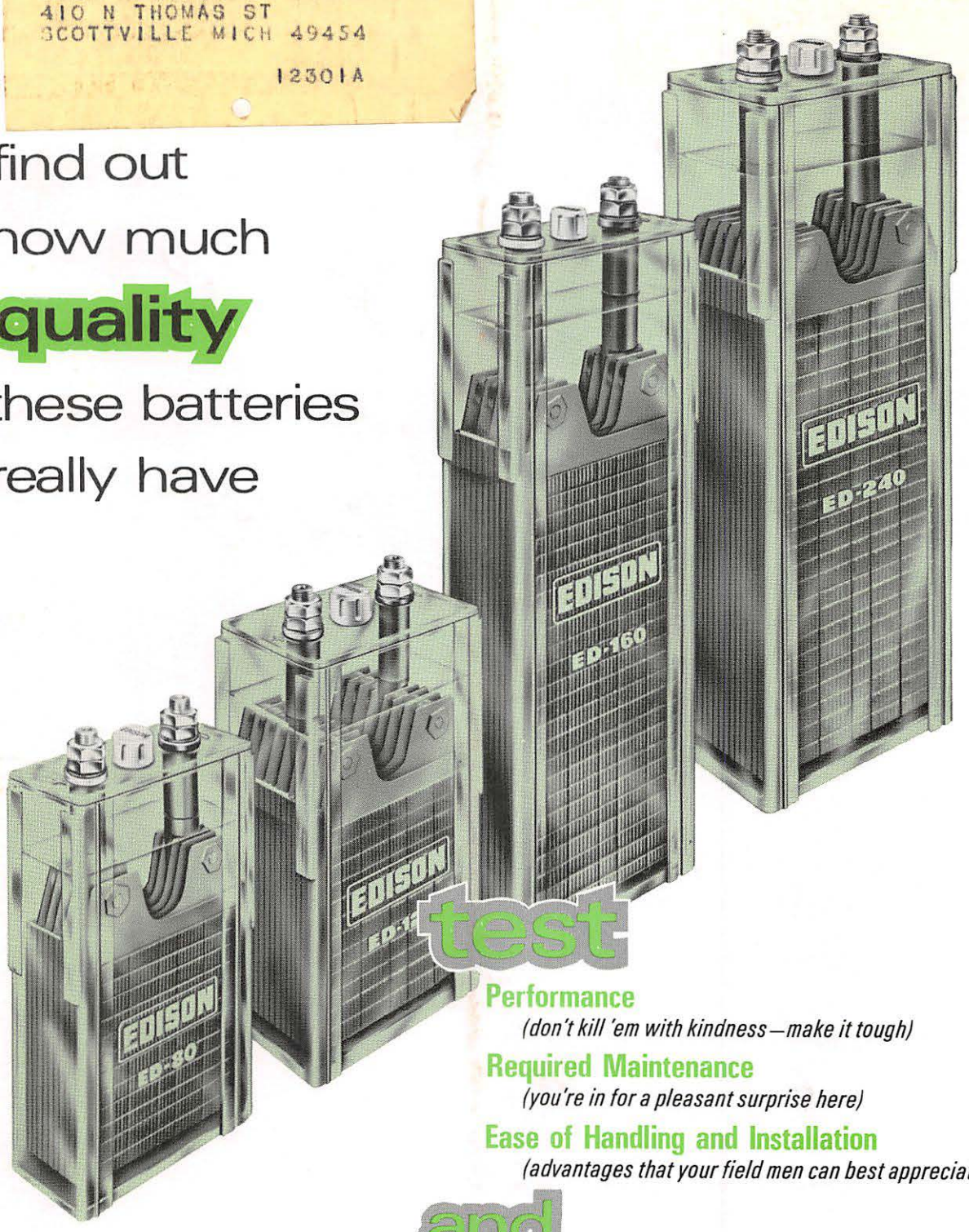

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